VOLUME V NUMBER NUMBER 16

Calif. Legislation on apparel

NO MORE

"See Page5"

May 16, 1968

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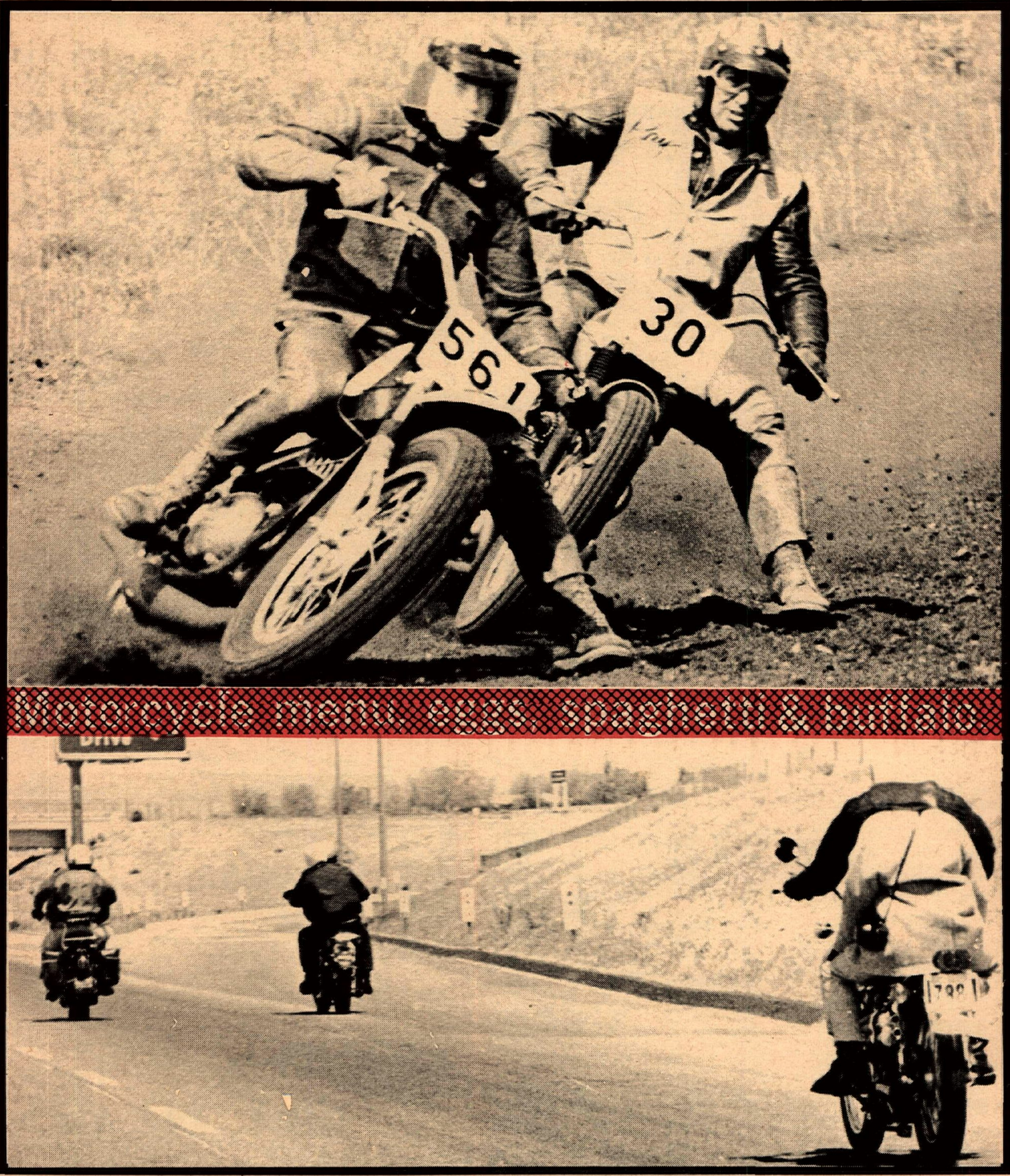
The Motorcycle Enthusiast's Weekly Newspaper

CYCLE NEWS



Motorcycle mania sweeps Saddleback & Buffalo

Top: A feature of next week's issue will be first big bore race held at Saddleback Park. Here #561 Steve Scott (Bultaco) battles it out with #30 Ray Nichols (Triumph). Below: Some of the 600 riders who two-wheeled it to annual Buffalo Feed at Calico Ghost Town. —Photos by Tom Culp and Dennis Greene.

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NEWSPAPER

NATIONAL CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

AMA NATIONAL CHAMPIONSHIP SANCTION SCHEDULE

APRIL 28 – 7 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK. Great Southern Development, 1446 Tully Road, N.E., Atlanta, Ga.–Hampton Downs–Entries from AMA or District Referee. Entries close April 7.

APRIL 28 – 90 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Tompkins, County MC, RFD 2, Route 13, Newfield, N.Y.–Entries from AMA or promoting club.

MAY 5 – 175 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Mid-West National Enduro Riders Assn., c/o Wm. Baird, Rt. 3, 1815 4th Ave., Sterling, Ill.–Illiana Speedway, Schererville, Ind.–Entries from AMA or promoting club.

MAY 19 – 13 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Richmond MC. Inc., c/o Eddie Boomhower, 2226 Chamberlayne Ave., Richmond, Va.–Entries from AMA or District Referee. Entries close April 28.

MAY 19 – HARE & HOUND
NATIONAL CHAMPIONSHIP Salt Lake MC, Box 1711, Salt Lake City, Utah–Entries from AMA or promoting club.

MAY 26 – 12 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Jack Vanino, 611 N. Wyomissing Ave., Wyomissing, Pa.–Reading fairgrounds–Entries from AMA or District Referee. Entries closes May 5.

MAY 26 – 250 MILE NATIONAL
CHAMPIONSHIP ENDURANCE RUN Enduro Riders Assn., 792 Francis Ave., Columbus, Ohio 43209–Entries from AMA or promoting club.

JUNE 2 – 5 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Detroit Area Associated Motorcycle Clubs, Detroit, Mich.–Race course Livonia, Mich. –Entries from AMA or District Referee. Entries close May 12.

JUNE 16 – 100 MILE NATIONAL
CHAMPIONSHIP ROAD RACE New England Motorcycle Dealers Assn., 20 Brewster St., Plymouth, Mass.–Loudon, N.H. –Entries from AMA or District Referee. Entries close May 26.

JUNE 23 – MINIATURE NATIONAL
CHAMPIONSHIP ROAD RACE Pittsburgh Racing Assn., 718 Hope Hollow Rd., Pittsburgh, Pa.–Heidelberg Raceway–Entries from AMA or District Referee. Entries close June 2.

JULY 14–20 MILE NATIONAL
CHAMPIONSHIP DIRT TRACK Jack Leigh, c/o Mort Becker, 4118 S.E. Malden St., Portland, Ore. Entries from AMA or District Referee. Entries close June 23.

JULY 20 – 30 LAP TT
NATIONAL CHAMPIONSHIP Mt. St. Helens MC, P.O. Box 51, Castle Rock, Wash. –Entries from AMA or District Referee. Entries close June 29.

JULY 27 – 50 LAP TT
NATIONAL CHAMPIONSHIP J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Ascot–Entries from AMA or District Referee. Entries close July 6.

AUGUST 4 – PROFESSIONAL
HILLCLIMB NATIONAL CHAMPIONSHIP Muskegon MC, Muskegon, Mich.–Mt. Garfield–Entrants notified by AMA.

AUGUST 11 – 25 LAP TT
NATIONAL CHAMPIONSHIP Midwest Speedways, 4600 N. 27th, Lincoln, Nebr. –Entries from AMA or District Referee. Entries Close July 21.

EVERY WEDNESDAY NIGHT
ACA PROFESSIONAL SHORT TRACK RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, points, trophies & 40% of the gate purse. Three no. plates required. Starts 8 p.m. every Wed.

EVERY THURSDAY NIGHT
ACA SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Trophies and points. Take Firestone to Garfield, go south on Garfield, west on Southern to track entrance. 100cc & 250cc classes, 3 no. plates required. Starts 8 p.m. every Thurs.

EVERY FRIDAY NIGHT
AMA FLATTRACK HALF-MILE RACES at Ascot Park, 183rd & Vermont, Gardena, Calif., promoted by J.C. Agajanian. Novice, Amateur and Expert riders. $2,100 guaranteed purse. Practice 7 p.m. first race 8:15, 18-race program.

INDOOR SHORT TRACK at Portland, Oregon Exposition Center. Paved track, classes 0-250cc, Class A & C. Time trials at 8 p.m., first heat at 8:30 p.m. Regular short track program plus handicap event, fast time attempts, match races, etc. Will run every Friday night for rest of winter.

EVERY SATURDAY
ADELANTO TT SCRAMBLES TRACK, practice at Redding's 8/10-mile course on Hwy. 395 near Adelanto, Calif. $1.00 per rider, spectators $1.00 per carload. Call (213) 861-5189 for more info.

EVERY OTHER SATURDAY
ROAD RACE SCHOOL at Whiteman Air Park, 12030 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd. L. Street bike preferably, 9 a.m. start, $10 per student. For info call Bob Braverman at (213) 785-2421.

EVERY SATURDAY NIGHT
TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes. Spectators welcome.

EVERY SUNDAY
ADELANTO TT SCRAMBLES at Redding's 8/10-mile on Hwy. 395 near Adelanto, Calif. 0-250cc practice at 8:30 a.m., big bikes approx. 11:30 a.m. Admission $1.25 each person, $2.00 entry fee. Class C rubber. Call (213) 861-5189 for further info.

SAT. & SUN., APRIL 27 & 28th
FIM NATIONAL TRIALS CHAMPIONSHIP sponsored by [illegible] American Racing Assoc. at S[illegible]sas. 100 miles each day, m[illegible], forest paths. For more info c[illegible] Bill Grapevine, 5326 E. Harry St., Wichita, Kans. 67218.

POSTPONED – SEE MAY 4 & 5

SUNDAY, APRIL 28th
2nd ANNUAL SILVER STATE CLASSIC TT SCRAMBLES at Sunrise Speedway, Las Vegas, Nev. by Silver City Scramblers. AMA sanc. Dist. 37 point run. Practice starts 9 a.m., race time 10 a.m., sidehacks welcome. From Showboat Hotel take Boulder Hwy. to Vegas Valley Dr., left to track.

DIST. 37 CHAMPIONSHIP HARE SCRAMBLES presented by the Foothill Hawks M.C. Start time 10 a.m., three 32-mile loops. Entry fee $4.25. Limed from Wagon Wheel Cafe, Hwy. 14 and Johanasburg Rd. Finisher pins, Le Mans start, bring prop.

AMA NOVICE-ONLY HALF-MILE FLATTRACK at Oaklandon, near Indianapolis, Indianapolis, Two-star Dist. 9 Class C event.

T.T. SCRAMBLES, by Oasis Scramblers M.C. in Fallon, Nevada at the fairgrounds on Hwy. 50-95. Signup & pract. 10:00 a.m. to 12:00 noon. Admission $2.00, riders $3.00. Race starts at 1:30 p.m. AMA sanc. No knobbies.

6th ANNUAL CHICKEN ENDURO presented by Explorer Post 305. Starts and finishes at Big Cedar Springs, 4 miles north of Oakhurst, Cal. on Hwy. 41. AMA sanc., entry fee $3.00, post entry $4.00, team entry $3.00, lots of trophies. About 100 miles, all dirt. First bike out at 10:01 a.m. Special class for under 125cc machines & "B" enduro riders. All other bikes in the same class. No drawing, starting numbers determined by receipt of entry. Send to Explorer Post 305, 424 "A" St., Madera, Calif. 93637. Ph: 673-3146 in Madera for more info.

ENGLISH TRIALS by SCTA at Big Bear, Cal. Limed from Standard Sta. in Fawnskin. Starts at 10 a.m., signup at 9 a.m. Fri. & Sat. night campout at Big Pine Flats campground. Sparkarrestors mandatory.

HILLCLIMB by Campbell M.C. at Halls Ranch at Uvas Dam near Morgan Hill, Cal. New, never conquered 350-ft. hill. Practice 9 a.m., 11:30 a.m. start. $1.50 ride or watch, kids under 12 free. Refreshments, facilities. Limed from Hwy. 101 at Watsonville turnoff. For info call Bill Landsborough (408) 241-6443.

ADELANTO TT by Desert Phantoms M.C. AMA sanc. point run. Lightweight practice 8:30 a.m. Big bikes approx. noon. (Closed til April 27 for improvements.) On Hwy. 395 in Adelanto, Calif. For info call (213) 861-5189.

32nd ANNUAL CROSS COUNTRY RACE by Fort Sutter M.C. at Forest Hill, near Auburn, Cal. AMA sanc., approx. 8-mi. course, 5 loops. No practice, signup 8-11 a.m., race at noon. Entry $3, $1 to watch. All classes, bring own food & drink. Take Hwy. 41 east from Auburn to Baker Ranch, limed from Forest Hill.

KEARNEY BOWL NIGHT SCRAMBLES, Fresno, Calif. Presented by Pathfinders M/C Club. Gate opens at 5 p.m. 1st race at 8 p.m. Admission $1.25.

FRIDAY, MAY 3rd
TROPHY PRESENTATION for the Four Aces Moose Run held Feb. 18th, & The Four Aces T.T. Scrambles held March 10th, 1968. Free beer & Pretzels, soda for the kids. Live Entertainment, plenty of parking space. Sign up 8 p.m., start 8:30 p.m. Finishing pins for the trophy winners. Limed from Victory Blvd. & Buena Vista Sts. Destination Machinists Hall, 2600 Victory Blvd., Burbank, Calif.

DIRT DIGGERS HOPETOWN GP & MOTO-CROSS, final segment to be shown on ABC's "Wide World of Sports" TV show. Don't miss yourself at the world's largest race – 32,782 spectators, 826 riders. Consult local TV guide for further info.

SATURDAY, MAY 4th
SPORTSMAN SHORT TRACK RACING at Cycle-Land Speedway, 14 miles south of Chico, Calif., presented by the Valley M.C. Starts May 4, continues every Saturday night throughout the summer. For into call Dick McAfee at 877-3395 in Paradise, Calif.

SAT. & SUN. MAY 4 & 5th
PAN AMERICAN TRIALS CHAMPIONSHIP (American Round), sanctioned by PARA/FIM, sponsored by Kelsey Trading Co., in Zuni, New Mexico. Two-day event, 6 hrs. of riding each day. Rough varied terrain, numerous observed sections. Trophies to first 5. Zuni tribal dances Sat. night, motels, camping available. Mail entries $10.00, limited to 100 riders. Deadline April 29. Send to Kelsey Trading Co., P.O. Box 265, Zuni, N.M. 87327. If entries open, riders may sign at meeting, May 4 at 9:30 2.m.

SUNDAY, MAY 5th
MOTO-CROSS, 1st annual China Beach Orphanage Benefit. Tentative location: Dodger Stadium, Los Angeles. ACA Sanctioned with cooperation of Marine Corps Reserve Officers Assn. & Navy League. ALL proceeds to be used to build orphanage at China Beach, Danang, Viet Nam. Deadline for pre-entries: April 22. Entry $3. Post Entry $25. Write A.C.A., Box 247, Fullerton, Calif. or call (213) 786-9113 or (714) 528-4290.

AFM CHAMPIONSHIP ROAD RACE at Vaca Valley Raceway, just east of Vacaville, Calif. on U.S. 80, between San Francisco and Sacramento. All National classes will run. $1000 in prizes; cash to GP, trophies to production. Plus $200 bonus from Honda of San Francisco for production class winner(s). Free admission and reduced entry for riders entered by April 27. For info write AFM, 4810 Daisy, Apt. B, Oakland, Cal. 94619 or phone (415) 535-1549, (213) 762-9875 or (805) 967-8919. Paid practice Sat. May 4, Sunday registration & tech. 8-11 a.m. Practice at 10 a.m., first heat at noon. Can also call (714) 442-3338.

2nd ANNUAL RAWHIDE ENDURO by the Wassuk Scramblers M/C. AMA Sanctioned. Star, noon check and finish at Hawthorne, Nevada. First rider out at 8 a.m. Sunday, May 5, 1968. No spark arrestors or mufflers required. Course is approx. 100 miles long. (Not as rough as last year.) Mail entries $4.00, close April 29th. Post entries $5.00, signup headquarters at the Wolf's Lair, Highway 95 East, Hawthorne. For Mail entries or further information write Wassuk Scramblers M/C, Box 872, Hawthorne, Nev. 89415, or call Charlie Jones at (702) 945-2988.

28th ANNUAL SPORTSMAN HILLCLIMB Presented by Modesto Motorcycle Club at Ospital Canyon, south east of Tracy, Calif. Take Hwy 132 west out of Modesto or Hwy 33 south out of Tracy then follow the lime and arrows. Admission $1.50– Children under 12 free – racing starts at noon. AMA Sanctioned.

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PLEASE ALLOW THREE WEEKS FOR NEW SUBSCRIPTIONS TO START.

CALENDAR OF EVENTS

SUNDAY, MAY 5th

SPORTSMAN TT RACE by Feather River M.C. at all-new quarter-mile Triple-M Speedway, on Simpson Lane east of Marysville, Calif. AMA sanc., day race. All classes. For more info contact Guy Bates, Feather River M.C., 3978 Mary Ave., Marysville, Cal.

TRI-STATE SCRAMBLES presented by Bakersfield Sprockets M.C. at Sprockets Park in Bakersfield, Calif. Signup closes at 11:30 a.m. with first race at noon.

MOTO-CROSS presented by the Everett M.C. at new course never before run on. Location: Clearview, Wash., between Bothell and Snohomish, Wash. Race time noon, practice at 11 a.m. Admission $1.50.

HARE SCRAMBLES presented by So. Cal. M.C. AMA Dist. 37 approved point run. Two 40-mile loops, trailbikes. 1 loop. Limed from California City, Cal. golf course. Starts 10 a.m. Entry $3.25, includes 25¢ for ambulance standby. Due to Viewfinders Grand Prix on May 25 & 26, this run was approved by Dist. 37 to run on open Sunday.

AMA PROFESSIONAL 3 STAR TT RACE at Tri-City Raceways, West Richland, Wash. Presented by Hill & Gully M.C. For more info contact Jack Cameron, c/o Hill & Gully M.C., 3403 W. Imnaha, Kennewick, Wash. 99336.

SCRAMBLES by Los Gatos M.C. at Hall's Ranch in Morgan Hill, Calif. Located across from Uvas Dam, upper track. AMA sanc. $1.50 to ride or watch. Signup & practice 9-11 a.m. Race at noon.

TT RACE by Shasta M.C., AMA sanc., smooth TT track, all classes. Track location: take Business Loop, Interstate #5, between Redding and Anderson, Calif. Turn west on Happy Valley Rd. and follow signs to track. Practice and signup 10 a.m. to noon, race starts at 1 p.m. In case of inclement weather or for further info call (916) 241-4008 in Redding.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

3-STAR AMA PROFESSIONAL TT RACE by Oregon Sidewinders M.C. Race starts 1 p.m., rider entry $2.00, spectators $2.00. Special exhib. events in 100cc & 175cc classes. Pit gate opens at noon. At club track on SE Lawnfield Rd., so. of Portland near Clackamas, Ore. Write Diane Seifert, Rt. 3, Box 290-C, Oregon City, Ore. 97045 for more info.

1st TT SCRAMBLES at Uvas Dam, Gilroy, Calif. Cycle Hills at the Hall Ranch by Los Gatos Motorcycle Club. Limed from 101 Hwy. All classes for Men Only. Sign up 8:30 to 11 a.m. Practice 9 to 11 a.m., first race at 12 p.m. All rules enforced. Admission $1.50 ride or watch, children under 12 free. AMA sanctioned.

NIGHT SCRAMBLES, AMA sanction. Presented by Hayward Motorcycle Club. No phone entries will be accepted, Class "C" tires only, signup at 4:00 p.m. to 6 p.m. Practice from 4:40 to 6:30 p.m. 1st race at 7:30 p.m. positions by drawing. Men only. $1.75 ride or watch, lots of good seats. South of Hesperian Blvd. on Depot Road in Hayward, Calif.

SCRAMBLES, in San Rafael, Calif. Take Francisco Blvd. Cutoff from Hwy 101 or Richmond-San Rafael Bridge. Rest of way will be limed and marked. All classes, girls if enough to make a class. Class "A" Traction, signup – & practice 9 to 11 a.m. 1st event at 12:30. $1.50 ride or watch, new improved course with jump. Presented by San Rafael Motorcycle Club, Inc.

EUROPEAN SCRAMBLES by Desert Challengers at Deadman's Point, Calif. Turn off Hwy. 66 at Lucerne Valley cutoff, go east to Hwy. 18 in Apple Valley. Trail bikes 10 a.m., small bikes 11:15 a.m., big bikes 12:30 p.m. Separate 1 hour races. Entry $3.25, no affiliation required.

THURSDAY, MAY 9th

DISTRICT 37 SPORTS COMMITTEE Referees' meeting for scrambles clubs at Poplar Street Playground, 8:00 p.m. Clubs throwing scrambles events are urged to have their referees attend.

SUNDAY, MAY 12th

SPORTSMAN RACES by Oregon Sportcycle M.C. at Benton Lane Speedway, on Hwy. 99 West, about 5 mi. past Junction City, Ore. Powder Puff included with all Sportsman events. 1 p.m. start. Write Oregon Sportcycle, 1440 S. "A", Springfield, Ore. for more info.

TT SCRAMBLES presented by Lost Angels M.C. at the new track at Little Rock, Calif. AMA point run, small bikes 8 a.m., big 'uns 1 p.m. Concessions. This is only the second race held here. Any traction. Track approx. half-mile long. $2.25 entry, $1.00 gate. Ambulance Lots of laps in each event. Limed from 77th St. and Hwy. 395. Call 768-1058 for more info.

AMA SHORT TRACK RACE at Dixon May Fair near Sacramento, Calif. 3/8-mile dirt track, purse $600. Time trials 7 p.m., first race 8 p.m. Program must run off fast on Sun. night, last night of the fair.

AMA PROFESSIONAL 3 STAR TT RACE at Bellingham, Wash., presented by the Mt. Baker M.C. $600 purse, new track. For further info contact Mt. Baker M.C., 600 DuPont, Bellingham, Wash. 98225.

MOTHER'S DAY RUN by Jaspers M.C. Trophies, field events, spaghetti dinner, AMA sanc., RRC pt. run. Sign-in at clubhouse, NW cor. Palm & Mission, Ontario, Cal. from 8-10 a.m. Entry $2.25. For info call (714) 986-3118.

MOTHERS DAY SCRAMBLES presented by the Powder Puff Association at Perris Track near Perris, Calif. Dist. 37 points. Free entry to mothers.

FRIDAY, MAY 17th

3-STAR AMA PROFESSIONAL TT RACE by Oregon Sidewinders M.C. at their track on SE Lawnfield Rd., so. of Portland, Ore. near Clackamas, Ore. Rider entry $2.00, pit gate opens 6:30 p.m., 8 p.m. start. Spectators $2.00. Special exhib. events in 100cc & 175cc classes. For more info contact Sidewinders M.C., Rt. 3, Box 290-C, Oregon City, Ore. 97045. Every Fri. night through Sept. 6 except July 5, July 19 & Aug. 30.

SUNDAY, MAY 19th

POKER RUN by Ridge Riders Trail Club, Inc. at Apache Canyon, Calif. Single 40-mile loop. Rider meeting 10 a.m., start for over-250 bikes at 10:15 a.m., under-250's start at 10:30. $2.00 donation, sweeps and poker hand trophies. Bring water & lunch. Elev. 3000-7500 ft. Spark arrestors. Contact Bob Doke, 149 Apricot St., Oak View, Cal, phone 649-1960 for more info. Location: 7 miles off Hwy. 33 past Lockwood-Ozema Rd.

MOTO-CROSS at Carlsbad, Calif. Organized by Calif. Moto-Cross Club; Jr. & Ex. 0-125–250–500–Open and sidecars welcome. Mail Entry: $5.00, Post Entry: $10.00. Mail entries to: P.O. Box 124, Reseda, Calif. 91335. Close May 15, 1968. Camping permitted at Carlsbad Raceway night before Moto-Cross. Must be in gates before 11:00 p.m. Sat. night. Gates open 8:00 a.m.

AMA NATIONAL CHAMPIONSHIP HARE & HOUND RACE, presented by the Salt Lake M.C. at Cherry Creek, just southwest of Eureka, Utah. 8th annual event, extremely varied terrain – soft dirt, trees, Sahara-type sand dunes, sage brush, steep grades, mountain passes, etc. Trophies, finishers pins, merchandise awards. Five-foot perpetual trophy. Course well marked, covered by radio and first-aid equipped jeeps. Entry $3.00 mail entry (closes May 15) or $5.00 post entry (closes at 9 a.m. on race day). Mail standard entry to Salt Lake M.C., P.O. Box 1711, Salt Lake City, Utah 84101 or write them for more info.

SATURDAY, MAY 25th

PROFESSIONAL 3 STAR RACE by Oregon Sportcycle M.C. at Benton Lane Speedway on Hwy. 99 West, about 5 mi. past Junction City, Ore. Starts at 8 p.m. Sportsman 100cc & 200cc races included. Write Oregon Sportcycle, 1440 South "A", Springfield, Ore. for more info.

SAT. & SUN., MAY 25 & 26th

GRAND PRIX SCRAMBLES presented by Viewfinders M.C. & Stuntmen's Assoc. Proceeds to charity. AMA Dist. 37 desert and scrambles points. Held at Alberson's Movie Ranch, take West Lake turnoff off Ventura Fwy., proceed north to ranch. Classes 0-250cc on Sat., 250-Open on Sun. Powder Puff on Sat. Sidehacks run two 3-lap races Sat., one 6-lap race Sun. Gates open 7:30 sharp both days. Sweeps winner on Sat. runs in Sweepstakes. Mail 0-250 entries to Rock Walker, 6801 N. Valley Circle Bl., Canoga Park, Cal. 91304. Mail 250-Open entries to Steve Chambers, 18444 Collins St., Apt. 17, Tarzana, Cal. Mail entries $8.00, post entries $25.00. Entries close May 1.

SAT. & SUN. JUNE 1 & 2

2nd ANNUAL RENO SPORTSCYCLE SHOW at Centennial Coliseum in Reno, Nevada. Open from 11 a.m. to 11 p.m. on Sat., & from 11 a.m. to 8 p.m. on Sun. Show centers around motor sports & equipment. To enter motorcycles, contact Al Lockett, 7680 Tholl Dr., Lemmon Valley, Nev. 89503, phone 972-0482.

500-MILE GREENHORN ENDURO. Mail entry $7 both days, $4 Sunday only. Mail to Pasadena M.C. Clubhouse, 21 East Howard St., Pasadena. Entries close May 18, 1968.

JUNE 7–11th

STARDUST 7-11. 711 mile desert contest open to cars, light trucks, dune buggies, motorcycles, four-wheel drive and experimental vehicles. Anticipated purse of $25,000. Entry fee of $250 per vehicle will include accommodation and the victory banquet at the Stardust Hotel, as well as insurance during the event. Information about membership in NORRA (sponsoring Assoc.) and participation in the Stardust 7-11 write: NORRA, 19730 Ventura Blvd., Suite 6, Woodland Hills, Calif. 91364. FIM MICUS riders wishing to participate can get permission easily by contacting Wes Cooley, (714) 528-4290

SAT. & SUN. JULY 6 & 7th

ALL U.S. CHAMPIONSHIP SPORTSMAN SCRAMBLES presented by Dirt Diggers M.C. Tow money to top riders in each Dist. Write for info. Mail entry only, $5.00, opens May 1 and closes June 26. Standard entry blank info required. Mail entry to 19308 Aguire St., Rowland Heights, Calif. 91745. Who goes? North, south, east or west? We'll know soon.

MORE AMA NAT'LS

AUGUST 25 – 15 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK (1 mile) Scanlan's Promotions, Inc., 3001 N. 9th St., St. Joseph, Mo. – State Fairgrounds –Entries from AMA or District Referee. Entries Close Aug. 4.

SEPTEMBER 1–14 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif. – San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Bob Barkhimer Associates, Inc., 50 Mt. Herman Rd., Santa Cruz, Calif.–San Jose track –Entries from AMA or District Referee. Entries Close Aug. 11.

SEPTEMBER 8–11 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Robert M. Day, 277 Paul Ave., Salinas, Calif.–California Rodeo grounds–Entries from AMA or District Referee. Entries Close Aug. 18.

SEPT. 15 – 150 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Schuyler County MC, Rd 1, Cayuta, N.Y. –Schuyler & Tompkins Counties–Entries from AMA or promoting club.

SEPT. 15 – 25 MILE NATIONAL

J.C. Agajanian Enterprises, P.O. Box 98, Gardena, Calif.–Sacramento, Calif.–Entries from AMA or District Referee. Entries Close Aug. 25.

SEPT. 21-22–500 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Lansing MC, P.O. Box 1293, Lansing, Mich.-Entries from AMA or promoting club.

SEPT. 29 – 9 MILE NATIONAL

CHAMPIONSHIP DIRT TRACK Mar-Car, Inc., Box 75213, Oklahoma City, Okla. 73107–Entries from AMA or District Referee. Entries Close Sept. 8.

SEPT. 29 – 135 MILE NATIONAL

CHAMPIONSHIP ENDURANCE RUN Meteor MC, 1124 Kaighn Ave., Camden, N.J.–Southern New Jersey–Entries from AMA or promoting club.

ASCOT AGREEMENT REACHED: RACING STARTS FRIDAY, APRIL 26!!!!!!

Motorcycle racing will resume Friday night, April 26 at Ascot Park in Gardena following announcement of a settlement between promoter J. C. Agajanian, Motorcycle Racers, Inc. and the American Motorcycle Association.

Post time for the first event on the 18-race menu is 8:15 p.m. All the top-flight Novices, Amateurs and Experts will compete.

After originally being offered a flat $1500 guaranteed purse, riders boycotted the April 5 race, demanding more money. Agreement was quickly reached between the MRI and the promoter, with the purse to be $1500 against 40% of the gate. The promoter would take over money formerly paid to the AMA for insurance and in turn provide insurance as good or better than that furnished by the AMA.

Last week a meeting of the Executive Committee of the AMA was held in Washington, D.C. to decide whether or not they would approve the agreement. They didn't. A three-page directive was issued stating, among other things, that all AMA races must be covered by their package AMRMBA insurance deal.

Another meeting took place Monday night, April 23 between Promoter Agajanian, representatives of the MRI (C.R. Axtell, Bill Heins, Albert Gunter, Myron Mills and Jerry Crivello), and representatives of the AMA (President Bill Bagnall, Vice President Frank Heacox and District 37 Referee Chub Kellam). Once again agreement was quickly reached between the MRI and the promoter. NOW, since AMA insurance must be used, although Aggie's proferred coverage was better–including total benefits of $7600 over the AMA's coverage–it was decided that the purse would be $1800 against 40% of the gate, $300 of which would be allotted specifically for advertisement of motorcycle racing at Ascot Park.

On Tuesday morning, April 23, a phone call was placed by Referee Kellam to AMA Executive Director Bill Berry regarding the new proposal. The answer – NO. Kellam was told that only a flat purse, star system structure would be acceptable. (Under present AMA ruling, 10% of all prize money must go to the AMA's AMRMBA insurance fund.)

Yet ANOTHER meeting was held later that morning between representatives of Motorcycle Racers, Inc. and J.C. Agajanian. Working within the framework set up by the AMA, it was necessary to reach another amicable agreement, in time to inform the MRI general membership and the public, if races were to start Friday, April 26 as previously planned.

Again, agreement was reached. The season will definitely begin as scheduled, the riders will definitely ride, the AMA will definitely sanction, and the events will conform to standards set by the sanctioning body. However, the purse, instead of a flat $1500 earlier arrived at by the AMA, will now be a flat $2,100 – $600 a week more than the original guarantee, and $1500 a week more than last year's $600 guarantee.

So, despite missing three weeks of races, riders and tuners alike can look forward to a far more lucrative season, thanks primarily to the hard-working efforts of Motorcycle Racers, Inc. And fans can once more thrill to the roars of the mighty motorcycles at Ascot Park, 183rd and Vermont, every Friday night.

WHO BROUGHT MOTO-CROSS TO THE U.S.?
WHO BROUGHT 32,782 SPECTATORS & 826 RIDERS TO A NOISY MOTORCYCLE RACE? WHO DOES IT AGAIN ON JULY 6 & 7?
(ANSWER)
DIRTDIGGERS M.C.

You'll always see it FIRST in CYCLE NEWS

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Voices

REBUTTAL TO "ALWAYS TRYING"

I am "To Whom", and as Referee for the Sportsmen M/C I feel that I owe "Always Trying" an apology.

As for the "Always" I don't know, but as to the "Trying" he sure was. He was up in the check stand during a race bothering the checkers. He was told to see the referee.

He bothered our race steward, causing him to make an error in setting up a Semi. Fortunately the error was noticed and corrected before the Semi was run. Again he was told to see the Referee. Now at a race I am really not too hard to find. I am big and fat, I wear a black and white striped shirt and white pants.

It was during the third Expert moto that he finally came up to me and asked why the Experts got four laps. Now I did not intend to "insult ALL racers under an expert," just him.

In the race were Hunter, Rice, Posey, Harlow, Nichols, Jackson, and Kouns. What I said was that I was sure I could find fifty persons who would be glad to pay one dollar to see THEM ride, and then (and for this I do apologize) I said that I doubted that I could find anyone who would pay ten cents to watch him ride. Really, there must be someone who would pay a dime. I might myself.

Now I shouldn't have let that bother me. I got my first bike in 1928 and except for a few years while I was paying for two boys and a girl I have always had a bike. I tried to ride competition but never even made a Semi. I also would have liked to have ridden more laps, but I can still enjoy watching the Experts.

First – "Always" should keep track of what is going on. The big bikes, Novice, Amateur, and Expert did not practice separately. They all had the same to practice periods. About the two laps he is partially correct. Since it was after 4:00 p.m. when the second motos ran, all classes were given only two laps. When the Mains and third moto came up time permitted three laps for each class except the Expert 500 which was given four laps.

Instead of bemoaning his injustice and misfortune he could have enjoyed the most exciting and fantastic race that has been run in many a year.

Since "Always Trying" REALLY DID NOT get his money's worth and because I do not know his name or address, if you will accept it, the Sportsmen M/C will be glad to send you his $2.00 entry fee and $1.25 gate fee which you can forward to him.

As to our attitude: we always give each rider all the practice and riding that time will permit. We also try to run a program that moves along and is of interest to the spectator who pays $1.25 to watch our races. Time permitting we will continue to let the Experts show us why they ARE Experts.

Sincerely yours,
LYMAN HAM
A Dumb Referee
Riverside, Calif.

("We suggest that "Always Trying" contact Referee Lyman Ham, c/o Sportsmen M.C., 10067 Mission Blvd., Riverside, Cal. 92509, if he wishes his entry and gate fees returned.")

EVEL BOOSTER

Evel Knievel they say,
Will jump the Grand Canyon one day.
I am his fan,
As is my ol' man.
And we know he will have his own way.

ROBERT J. WELSH (age 13)
Duarte, Calif.

MORE LEGISLATIVE FUEL

"Dear Legislator:

"Mrs. Ehrhardt and I approach you in hopes that you will give strong consideration before acting on Assembly Bills 56, 289 and 366, recognizing that there are thousands of California motorcyclists, who as we, oppose this legislation.

"Motorcycling is our only hobby and sport. I am a charter member ('37) of the Lodi Motorcycle Club (incorporated with highway safety as our aim), a life member of the American Motorcycle Association and a former Dist. 36 Referee of the same. Retiring from the California Highway Patrol as of July 1, 1967 after 23-1/2 years, I served as the first Officer of that enforcement agency to work as a "roving ambassador" from '48 through '56 with motorcycle and hot rod clubs to improve their highway habits. Using both auto and motorcycle I attended their meetings and events presenting safety lectures, movies and applying enforcement, the latter at sports events. This approach soon became so popular that within six months a second officer was added followed by a third within 2 years and finally one for each of the six zones doing "public relations" assignment. With the aforementioned experience and knowledge I firmly believe we need more firm and fair enforcement of existing laws rather than more legislation such as CVC 22502 (cub parking) and the aforementioned. I found this belief true as I spent the next 11 years as School Bus Officer for San Joaquin County where enforcement of safety regulations really pays off.

"We wear our crash helmets when deemed necessary but we resent being told to adorn just to go up town for the mail. We are not a different group of roadway users, many, as I, are affiliated with such as the largest fraternal organizations of the world. I am a past president of the Lodi District Safety Council and current secretary of the same, a member of the Board of Directors and Executive Staff of the San Joaquin County Safety Council, the current Chairman of the Highway and Transportation Committee of the Lodi District Chamber of Commerce and since retirement, Supervisor of Transportation of Lodi Unified School District where I direct the operation of 70 vehicles including 40 school busses. At age 55 I have never received a traffic citation (excluding parking meters) and now my ability to judge my own safety is questioned. I believe I serve my community and our society well as an upright citizen. Please do not legislate against me because I and my family ride motorcycles. Give all roadway users the same laws, and think of the other motorcyclists, as well qualified as I to judge our welfare, so we will not be penalized by laws that perhaps are needed for only a few.

Very truly and sincerely yours,
EZRA M. EHRHARDT
Lodi, Calif."

This is a sample of the letter sent by Ezra M. Ehrhardt of Ehrhardt Mimeo-Mail Service in Lodi, Calif. to 40 Senators, 80 Assemblymen and (for their information also) to 987 motorcycle clubs, dealers, officials and magazines in California:

HE WASN'T EVEN THERE

In regard to the results of the Lost Coyotes M.C. Hare Scrambles of March 31, 1968, I would like to make a correction in the results.

My name appeared in the finishing list as tenth place. Actually I was unable to attend the Lost Coyotes run due to my work. I am sorry I could not ride it as I hear that it was a very good race.

I feel that the results should be rechecked so that the trailbike rider who actually finished tenth will receive his well-earned points.

Much thanks for a fine paper.

FRANK W. MORGAN
Torrance, Calif.

LET'S STICK TOGETHER

Because our daughter and granddaughter were there to watch "Daddy" perform, we endured the "Enduro" sponsored by the Shamrock M.C. in the Red Rock Canyon area on Sunday, April 7th. We were very favorably impressed by the contestants and the spectators. It was a family affair, and everybody camped out in what is generally called primitive camps: no water, no cooking places, no trash or garbage cans, and only two portable "Johns" for possiblt 500 people. They all seemed to be wonderful people, a few dirty fingernails maybe, but fine, friendly persons.

But, probably because everybody was doing it, the bike riders in and around camp took short cuts continuously, and left the path or road whenever they met another bike or a car or truck. Believe me, the shrubs, bushes and wildflowers took a beating. Some one remarked that an outing like that could set back the vegetation five years. A few more of them and the campsite could end up in sand dunes. If the bike clubs do not discipline themselves, there soon will be legislation to forbid such bike riding.

The other thing we did not like was the littering. It must be admitted that the place was badly littered before the Enduro contestants arrived, and a littered place invites littering. Nearly everyone there added to the litter, although most of the combustibles were burned. It is a fact that the last ones there often get the blame for all of the litter.

Here are my suggestions:

1. The clubs should encourage all bike riders to refrain from damaging the vegetation, and to ride only on established trails and roads. Short cuts should be frowned upon.

2. Every camper, trailer, truck or auto should take an extra box or carton to camp, especially to primitive camps, and take away all of their own non burnable rubbish, and maybe a little more, if there are no trash cans at the camp, or instead of burning up the carton the food was packed in, fill it with your own and other rubbish and carry it to the first litter can, or take it home if necessary.

I would hate to see such fine and enthusiastic groups lose any more places in which to hold their trials, but lose them they will unless they change their ways.

EARL V. KOONS SR.
Los Angeles, Calif.

(Member of the nearly incorporated California Outdoor Recreation League, formed to sponsor legislation to permit full, but reasonable, use of the outdoors by all the residents of, and visitors to the State of California.)

GEORGE HAYS GETS AN ANSWER

Dear Mr. Hays:

Our office has received your letter in which you indicate your strong opposition to Assembly Bill 289. Assemblyman Burke is in Sacramento at this time and has asked that I thank you for your letter.

This bill poses some very unique problems. Our federal Congress and state Legislatures have been able to impose certain mandates for the use of safety equipment such as safety belts in automobiles, safety goggles in machine shops and safety gear in welding shops. On the other hand, as you so accurately put it, while riding a motor bike or motorcycle for pleasure, it would seem to be an infringement on one's personal rights as to whether he or she should wear goggles or a helmet. This appears to be a trend these days, that government knows best, and I am quite sure they will be telling you what to wear in the bathtub if it goes much further.

Please be assured that Assemblyman Burke will consider your views before making any decision concerning this bill. Thank you for writing to us. Please feel free to do so again.

MATT WEYUKER
Administrative Assistant
for Assemblyman Robert H. Burke

AN OPEN LETTER FROM UNITED MOTORCYCLE ENTHUSIASTS' CALIFORNIA LOBBYIST

It is time for motorcycle enthusiasts to speak up...not with the roar of the megaphone but with a legislative voice. We are a significant part of the community and we have a right – even a duty – to be heard. The United Motorcycle Enthusiasts of California was organized with just this in mind.

The UME of C if devoted to the legislative protection of your interests as a California motorcycle rider or enthusiast. Our primary concern is representation in the state capital for all cycle riders. We follow, advise and influence legislation concerning motorcycles. In other words, we lobby for you.

U.M.E. provides a forum for your complaints and desires. We collect and maintain this information for use in formulating, supporting and resisting legislation according to your opinions.

We must stress that lobbying is far more than appearing before a committee or visiting a legislator. We must sift through nearly 10,000 legislative bills annually and follow the progress of those which concern us through an average of five committees and two floor votes.

When legislators ask us what motorcycle owners want, and they frequently do, we must know and be able to provide accurate information as to the feasibility of your desires and how they may best be accomplished. It has been our experience that the legislator, in California at least, is not at war with the motorcycle, he is simply in need of much information about the motorcycle and its role in the overall picture. It is our job to provide this information.

To do this job we must have your cooperation. We need your ideas and opinions. We also need your money. The cost of a voice in your government is not small. But the returns are many times worth the investment. And spread among all those involved, the investment is very slight for the individual motorcycle enthusiast.

The immediate emergency is the battle to prevent the mandatory use of helmets at all times from becoming law. We won this battle last year. We have made good progress so far this year. But, even when we have won this fight it is only the beginning. At each session there will be new legislation to fight and legislation to support. The United Motorcycle Enthusiasts of California is providing this voice. We want it to be the voice of all motorcycle riders in the State. We invite you to join us. We invited your club or your business to join us. We invite you, even if you don't ride but just love the freedom of motorcycles, to join us. Let us be United and give the Motorcycle the status it deserves...the status we can never have without unity.

Sincerely,
BARBARA ADAMS DAHMS
Legislative Advocate

THE CONCERNED M.R.I. RIDERS

Concerning the letter written by a few riders of the M.R.I. dealing with Mr. Rockwood and his column: It is true he mentioned he was a member of the MRI but he did not say in anyway he was a spokesman for the MRI. He only told the facts of the situation between Mr. J.C. Agajanian and the MRI. It seems all you so-called riders want is publicity and that's what Mr. Rockwood gave you so why gripe.

You who wrote the letter (and by the way the author didn't even sign his name) are not any kind of spokesmen for the MRI so why tell Mr. Rockwood how to write his column. Thank you.

RACE FAN
Gardena, Calif.

("The riders you mention weren't acting as MRI spokesman, only pointing out who was authorized to speak for the group. And by the way, you didn't even sign your name.")

VOICE VOICE AND MORE VOICE

HE HELPED THE INVADERS

Concerning Gary Forth's comments on the Invaders Hare Scrambles. The Invaders are mostly new riders and have never put on a run.

Sure they made mistakes, but I'll bet their next run is 100% better. My engine blew going to the start and I walked with heavy boots and leathers the rest of the way and marked tank cards at the start and home check. I forgot to bitch about their mistakes, because I was too busy helping out.

Mr. Forth evidently hasn't ridden too much desert, as he claims this was the worst run he was ever on. I have seen a lot worse and recently.

WES ANDERSON SR.
Trail Bike #42
Los Angeles, Calif.

SIDEHACK SIDE

With current difficulties and hard feelings between the pro riders and the promoter locally, I think the position of the Sidehack Association should be clarified, lest there be some misunderstanding and hard feelings.

Yes, we crossed the "picket line" and raced at Ascot on the 5th and 6th this month. We generally sympathize with the plight of the pro racer who feels his pocketbook is being attacked, but we have to face the facts of life.

Just a few days before the boycott of Ascot, we were invited to join the MRI and stay away from the track. After much discussion the consensus was the however noble this move might appear, it would gain us nothing, and could lose us all that we have fought for for years. It was also remembered that only a few weeks earlier as we cracked the door at Ascot for our first pro racing efforts, we were left with the distinct impression that the MRI didn't really want us.

What we did remember was the during our long struggle for recognition in the field of professional racing, our greatest boost came from Mr. Bill Berry and Mr. Agajanian. We could hardly turn on our benefactors. If, with just a toe in the door, we fell out of favor, would the MRI stand up for us?

So we have no axe to grind. We aren't against anything, and we are only for Sidehack racing. We try to give the fans the BEST in entertainment (which raises the gate to the benefit of all) and interest more prospects in this type of racing (if you think it doesn't take six loads of talent, come give it a try).

GARY WEBER
Sidehack Assn.

WHO'S TO BLAME?

The motorcycle clubs of District 37 have no one but themselves to blame for the decline in membership.

For the past two years of what club was the "#1" rider a member? None.

If you want members, stop giving District 37 Points to non-club riders. They will join a club – and be good members too, because they are fine fellows.

Sincerely,
LYMAN HAM
Riverside, Calif.

THEY'RE COMING AROUND

Here's another Senatorial viewpoint, received by Cyle News reader Jack Browne, from California State Senator Lou Cusanovich:

"Dear Mr. Browne:

"Thank you for your letter of 3-4-68 regarding proposals to require the wearing of helmets by motorcycle riders; I also wish to thank you for filling out and returning the questionnaire recently mailed by my office.

"I am enclosing for you a copy of A.B. 289 containing the helmet proposal. You will note it was amended on March 7. You will be pleased to learn that I feel as you do about this proposal – that it is a matter of personal choice and that I plan to support the position you have taken on this.

"Thank you very much for writing.

Sincerely,
LOU CUSANOVICH
California State Senate
23rd Senatorial District, Sherman Oaks
Sacramento, Calif."

LET'S HEAR IT FOR LACHER

We constantly hear about the great Harley riders, Markel, Rayborn, Nix, Lawwill, Reiman, etc., but why don't we ever hear about Nat'l #37 Mel Lacher, the BEST half-miler on the west coast?

Why isn't he given factory backing like the others? Surely he is a better dirt rider than Rayborn or Reiman yet they get factory backing for both dirt and road racing. Maybe you could inform the many Lacher fans why he isn't given the recognition that is due him. Why don't you feature Lacher in one of your future "Meet The Racer" columns?

A disgruntled Lacher fan and subscriber,

BEN C. CHAVEZ
Walnut, Calif.

("We think Lacher's neat, too, and will set up a 'Meet The Racer' column on him as soon as possible to answer some of your questions.")

SHEDD INTERNATIONAL

Editor, Cycle News

Cycle News journalist, John Shedd, sold a super-action photograph taken at Hopetown for the April cover of Motor Cyclist Illustrated. The magazine published in London features monthly coverage of all world championship road races and moto-cross. BSA works rider Jeff Smith is their star reporter for moto-cross. The April issue distributed by ACME for American newsstands will have June printed on the outside cover.

JAMES E. BRAMMER
Long Beach, Calif.

LONERS TAKE NOTE

This last weekend there was an annual run to Las Vegas hosted by the "Lucky Wheels." Being a utility rider and a loner I only learned of this from a friend. The road run, the Lucky Wheels, and the conviviality of the many clubs in attendance have caused me to consider my loner position. Since it is not necessary to ride a bike made in the U.S.A., my BSA is going more places, and possibly with a passenger or riding companion. The camaraderie and general goodwill and friendliness of the many riders make a loner's position difficult and create an interest and desire to assist.

I would like to express my thanks to the Lucky Wheels Club for a fine tour and an exceptional buffet banquet. Throngs of people piled their plates high and there was plenty for all.

The City of Las Vegas, the Las Vegas Police Dept., and the Clark County Sheriffs also deserve thanks. Their many courtesies, assistance and tolerant attitudes were really noticeable. They will issue citations and do their job, BUT it depends on the riders. It is strongly suggested that the "grimy ones" and the "choppers" go straight through. Don't wander, cruise or stop.

There was a real spectacle to ride in or watch – the parade of motorcycles, three abreast, with just normal distance between rows and over three blocks long, driving through the center of Casino Row and down Fremont, escorted by motor officers. A real show with the crowds watching from the sidewalks.

Next month there are two events on the same day (May 12) that will be difficult to choose between, the Jaspers M.C. of Ontario, Calif. and the Riding Roulettes M.C. of Las Vegas.

Being a loner is getting difficult.

HERB BRAND
San Pedro, Calif.

P.S. Thanks to the unknown member of the "Gypsy Wheels" who transported a girl's stranded Suzuki back to California. (She was forgotten in a last minute mix-up).

SAN RAFAEL M.C. JOINS FIGHT

The San Rafael Motorcycle Club, Inc., as a group, and its members as individuals, are concerned with restrictive legislation in Sacramento regarding motorcycles and motorcycle riders. We would appreciate help from all motorcycle riders and clubs in fighting what we feel is undesirable and unfair legislation. The following is the text of a letter from the San Rafael M.C. to our representative in Sacramento.

"The San Rafael Motorcycle Club, Inc., would like to express concern over pending legislation regarding motorcycles and motorcycle riders.

"We are opposed to these propositions:

Prop. 289, with provisions for the mandatory wearing of helmets.

Prop. 366, requiring the use of protective footwear.

Prop. 56, requiring mandatory wearing of helmets.

"We feel that any regulation requiring the mandatory use of any type of protective clothing, footwear, or helmet is an infringement on the rights of motorcyclists as individuals, and such legislation would detract from the freedom and pleasure enjoyed by sensible motorcyclists."

The numbers and basic information of three propositions are contained in the above letter. More information can be obtained from your representative.

Each of the members of the San Rafael Motorcycle Club has sent a similar letter to his representative. We would appreciate the cooperation of all riders and clubs in our effort to let our State Legislature know how riders feel about restrictive legislation.

If you share our opinion, please do as we have and let your voice be heard in Sacramento.

SAN RAFAEL M.C.
San Rafael, Calif.

SENATOR LAGOMARSINO'S REPLY TO DARWIN ACRES

Thank you for your letter regarding the proposal that all motorcycle riders be required to wear safety helmets. My apologies for the delay in answering, due to the heavy volume of mail during the legislative session.

Two bills have been introduced concerning safety helmets for motorcyclists. One, Senate Bill 111, has been amended by the Senate Transportation Committee to delete the helmet requirement. The other bill, Assembly Bill 289, is still pending in the Assembly. If it passes the Assembly, it will be referred to the Senate Transportation Committee where undoubtedly the same action will be taken, i.e., elimination of the helmet requirement.

I would predict that no legislation will be passed requiring that helmets be worn. My position is that I probably will not vote for any bill with such a requirement. Before taking a final position on any bill, I must see its final amended form and hear the testimony and debate.

I will keep your views in mind should this matter ultimately be brought to a vote.

Yours sincerely,

ROBERT J. LAGOMARSINO
24th Senatorial Dist., Ventura & Santa Barbara Counties
Sacramento, Calif.

Legislative Notebook

By Barbara Adams Dahms

WE'RE NOT AGAINST HELMETS WE'RE JUST AGAINST COMPULSION

Whenever the state tried to "do good" by taking away the individual's liberty some strange side effects occur.

Tale the case of mandatory helmet legislation. A lot of cyclists wear helmets all of the time. Most cyclists wear helmets part of the time. When the state tried to say that all of us had to wear them all of the time we all said "no." Even the helmet manufacturers said "no."

The more that we tried to convince the authors and backers of the bill that putting a helmet on the head of every cyclist for every ride around the block wasn't the answer to all the nation's safety problems, the more it sounded like we hated helmets. This isn't and never was the case. We just hate to be told what to do.

Among the side effects have been the confusion of the whole helmet picture and the tendency of everyone to choose up sides, pro-helmet or anti-helmet. Thus the legislation in other states and the attempted legislation here has probably resulted in a lot of people not wearing helmets who would have worn them without the interference from the establishment.

Before legislation the cyclist usually considered a good helmet to be an important accessory. He would put time and money into choosing a quality product he liked...not necessarily to wear every time he started the machine but whenever he felt it would be of benefit. He would accordingly take care of the helmet like the valuable item it was. Helmet manufacturers built products to a high standard because it made sense that way when it was a matter of choice.

But with mandatory legislation the picture changed. Forced by law to buy and wear a helmet, many cyclists (who might have purchased a to-quality product on their own) resentfully purchased the minimum product acceptable by law. And of course there quickly came to be helmets manufactured to fit that minimal – price market.

The first comment made by many people was that the helmet manufacturers were pushing the legislation. This was never true. The top-of-the-line products gained nothing but confusion from the whole legislative hassle. When we decided that the California legislators might do well to see just what it was they were making laws about. Bell Toptex loaned us the helmets for demonstration...the helmets which so dramatically resulted in the removal of the mandatory provision from the bill.

We all hope, now that the sour odor of force is removed from the scene that the helmet may again regain its rightful place of a valuable piece of equipment, worth the time and money for a quality product and the care to maintain it properly...to be worn at the discretion of the rider who is still free to use discretion.

BACK AND FORTH

This is in regard to the letter written by Gary Forth in your May 2 issue of Cycle News. In his letter he neglected to mention that the rider was off course.

I would like to mention that I was an eyewitness to this accident – due to the fact that I fell off this dro-off first. The Greeves rider in question fell on top of me.

Since we were both off course I feel it is unfair to blame the Invaders M.C. for this accident. It was not the best race I have ridden but I'm sure there have been worse.

JACK MILLER
S.G.V.M.C.
Monrovia, Calif.

DEATH TAKES LOU HUNTER

Lou Hunter, owner of Crown Cycle #1 in Baldwin Park and Crown Cycle #2 in Rosemead, died suddenly of a heart attack on Friday, April 19. His funeral was held Monday, April 22.

Hunter, age 44, had long been active in the competition picture as well as the dealer end of the industry. His interests were primarily in up-and-coming Novice riders, and he fielded an impressive orange-leathered lineup of future stars at Ascot, including last year's record-breaking Suzuki rider Rick Durkee, who holds the 1-lap, 3-lap, 5-lap and 10-lap Ascot marks in the Novice division.

The untimely death of Lou Hunter is saddening to all members of the motorcycle fraternity, and deepest sympathy is extended to members of his family in their loss.

HEAD BORED FOR COMPRESSION RELEASE

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BUFFALO FEEDS

RECORD 600

Story by Sharon Clayton

Photos by Dennis Greene & Sharon Clayton

A record 600 motorcycles riders received a compliment from the town of Calico for being so orderly.

The line stretched through half the town to be fed.

Wind, sand and 600 motorcycle riders made an appearance at the Frontier Day and Buffalo Feed at Calico Ghost Town, Calif. This was the 9th annual run and a record crowd was in attendance. For the first time all three sponsoring dealers, Dave Mason of Pasadena, Ed Kretz of Monterey Park, and Skip Fordyce of Riverside, sold all of their tickets. Calico Ghost town where many Sunday drivers go with their families was even more interesting as the 600 riders wandered through the town. The line at 12:00 o'clock was most impressive and I heard many families asking what was going on and the people of Calico paid the highest compliment to a large group. The attitude was not one of disgust, but of amazement that so many riders were so well mannered along with their children and family pets. The town of Calico presented $40 in value for 10 riders to be given tickets to all rides and tours at the Ghost Town and welcomed us back next year.

If you have never been to Calico and even if you have, this tour is a good Sunday drive and very entertaining for the family. Where else can you tour fascinating mines and feel like you are in the old west as well as have a lunch on an excellent menu. Buffalo meat tasting a little like veal, salad and baked beans topped off with strawberry pie. Even though this year the wind was blowing and sand was flying it added to the flavor of the food.

If the sponsoring dealers had spent their money in advertising to help change our public image, I don't think they could have done as much good as was done by 600 dedicated motorcycle riders and their families. Dealers and riders together are to be congratulated for a good day in every way.

Coming ..... and ..... Going.

Above: Sponsoring group drawing for product prizes. Below: Dave Mason, Ed Kretz and Skip Fordyce serving all 600 riders.

Keep California Free...

JOIN UME

What You Get When You Join

What you get is the satisfaction of knowing that your interests are being looked out for in Sacramento, and that you are doing your part to help protect the enjoyment of motorcycle riding in the state of California.

If you join your support with U.M.E., mistaken motorcycle laws can be avoided.

You also get a U.M.E. membership card entitling you to all present and future benefits.

Plus you'll receive a nice letter from your lobbyist as well as all future mailings.

Clubs will get an impressively engraved certificate of membership suitable for framing.

Membership fees will be used exclusively for lobbying purposes and as such are not tax deductible. United Motorcycle Enthusiasts is a non-profit party.

MAILING ADDRESS: U.M.E., Box 1154. Reseda, Calif. 91335

Please enroll the following as a member of United Motorcycle Enthusiasts of California:

_____
(name of person, family, dealer or club applying for membership)

_____
(mailing address, unless member wishes to remain anonymous)

_____
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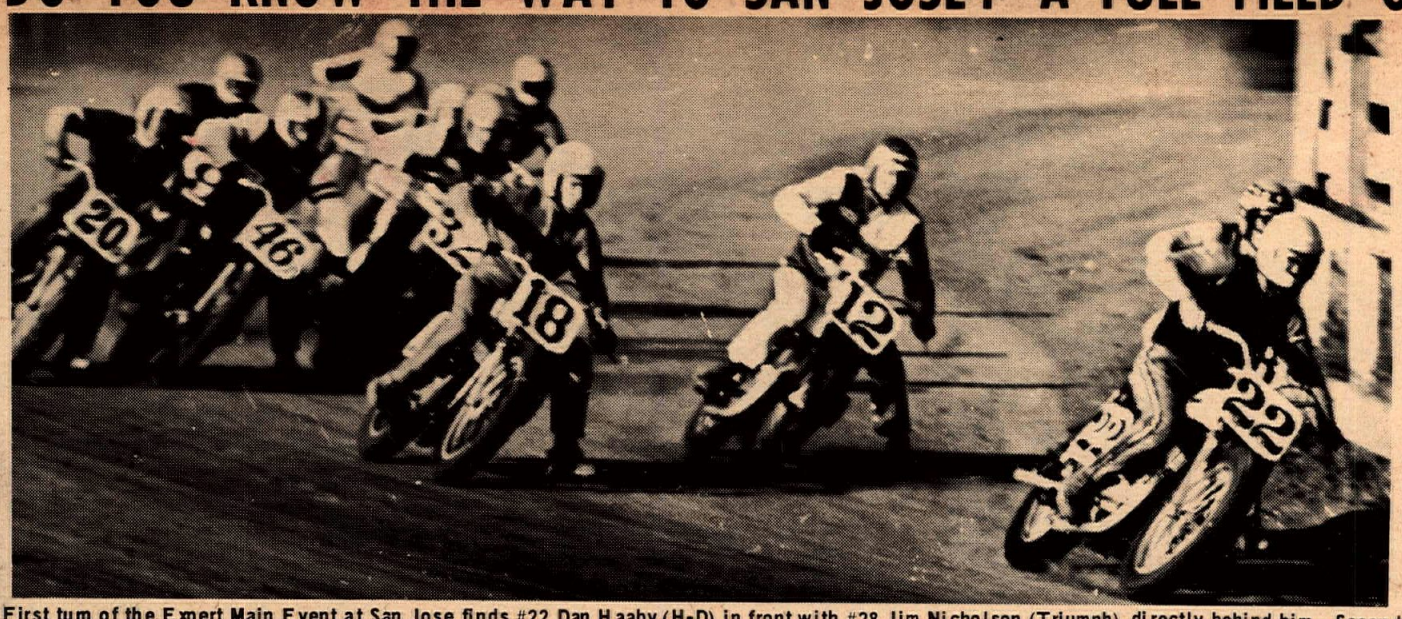


First turn of the Expert Main Event at San Jose finds #22 Dan Haaby (H-D) in front with #28 Jim Nicholson (Triumph) directly behind him. Seconds later, Haaby and Nicholson banged wheels, Nicholson hit the deck and so did Paul Conserriere. Eventual winner on the restart was Haaby, with #18 Mert Lawwill (H-D) 2nd. Others visible are #20r Elliott Schultz (RE), #46z Mike Yarn (Triumph), #32 Dusty Coppage (Triumph) and #12 Eddie Mulder (H-D).

Story by Carol Sims
Photo by William Clark

Over 150 flattrack specialists from all parts of California showed up in San Jose on Sunday, April 21, to partake of the spirited happenings on the Fairgrounds half-mile dirt track.

Promoted by Bob Barkhimer, the race meet was originally slated as a $900 flat purse event, with $500 guaranteed to the Expert Main Event winner. Last-minute negotiations between the promoter and the riders resulted in a 40% of the gate purse being paid, which totaled $2107. In addition, local dealers chipped in another $170 to be divided between winners of the Novice and Amateur Mains – $120 for the Novice class, $70 for the Amateur.

Spills and Chills

Innumerable spills marred the day's dusty events but no serious injuries resulted. The combination of first-race-of-the-season eagerness and a hard, slick, narrow groove track produced most of the mishaps.

First to hit the dirt was new National Number 77, Jimmy Odom. During practice, Jim's Triumph jumped the fence coming onto the front straightaway, taking out 20 feet of railing and badly damaging the machine. Although uninjured himself, Odom retired for the day after quick repairs to his bike couldn't undo the tweaking it had received.

The races got underway with the first of eight Novice heats producing the day's most spectacular spill. On the first lap Jerry Clark (175 Bridgestone) was running second into turn two when a needle cage let go, and the engine quit in a big broadslide. Jerry hadn't come to a stop when Ian MacLachlan crashed head-on into the Bridgestone. Ian and bike sailed through the air and hit a third rider. McLachlan's machine was a total washout, engine and all, but the riders were able to walk away.

The twelve-man Novice Main was made up of winners from each of the eight heats, plus the second place man of the fastest four heats. Stockton's Eldon Hinkle, Suzuki mounted, took the quickest heat, won the Trophy Dash, and then made it a clean sweep by winning the Main Event and a total of about $200.

Rice Roars

Jim Rice, who missed making Expert by only a few points in '67, was determined to repeat last year's win in the Amateur class. In his heat race, the Palo Alto BSA rider was sent to the third row for creeping forward on the line, but still managed to come through the pack and take second. He then won the yellow-plate Trophy Dash and followed up with a come-from-behind victory in the 10-lap Main Event ahead of Royal Enfield mounted Bob Self.

Experts Galore

Three twelve-man Expert heat races sorted out the starting lineup for the scheduled 15-lap Main Event. The first four men from each heat transferred to the big one. Winners of the 6-lap preliminary events were Mert Lawwill (H-D), Jim Nicholson (Triumph) and Dan Haaby (H-D), leaving 24 disappointed Experts, including many National Numbers, sitting in the pits at Main Event time.

Eddie Mulder, riding a Harley for the first time on the half-mile and looking good, got his usual fantastic start in the Trophy Dash, but Haaby soon gobbled him up and went on to gather the gold and the glory.

At the start of the Main, Haaby and Nicholson were first into the turn, Haaby on the outside, Nicholson on the pole, ahead of Mulder and Lawwill. Dan nosed in, clipped Nicholson's front wheel and down went Jim – in front of the roaring pack. Everyone missed him except Paul Conserriere, who caught the downed Triumph's front wheel and went tumbling.

10-Lap 15-Lapper

After a rather confused black-flagging, the race was halted and restarted. Both downed riders were able to reenter. Twice the field lined up to go, twice the front row crept forward and starter Chuck Guluizzo finally sent Eddie Mulder to row three. With Mulder heading for the rear and Nicholson looking back to see where Eddie was, the race was started!

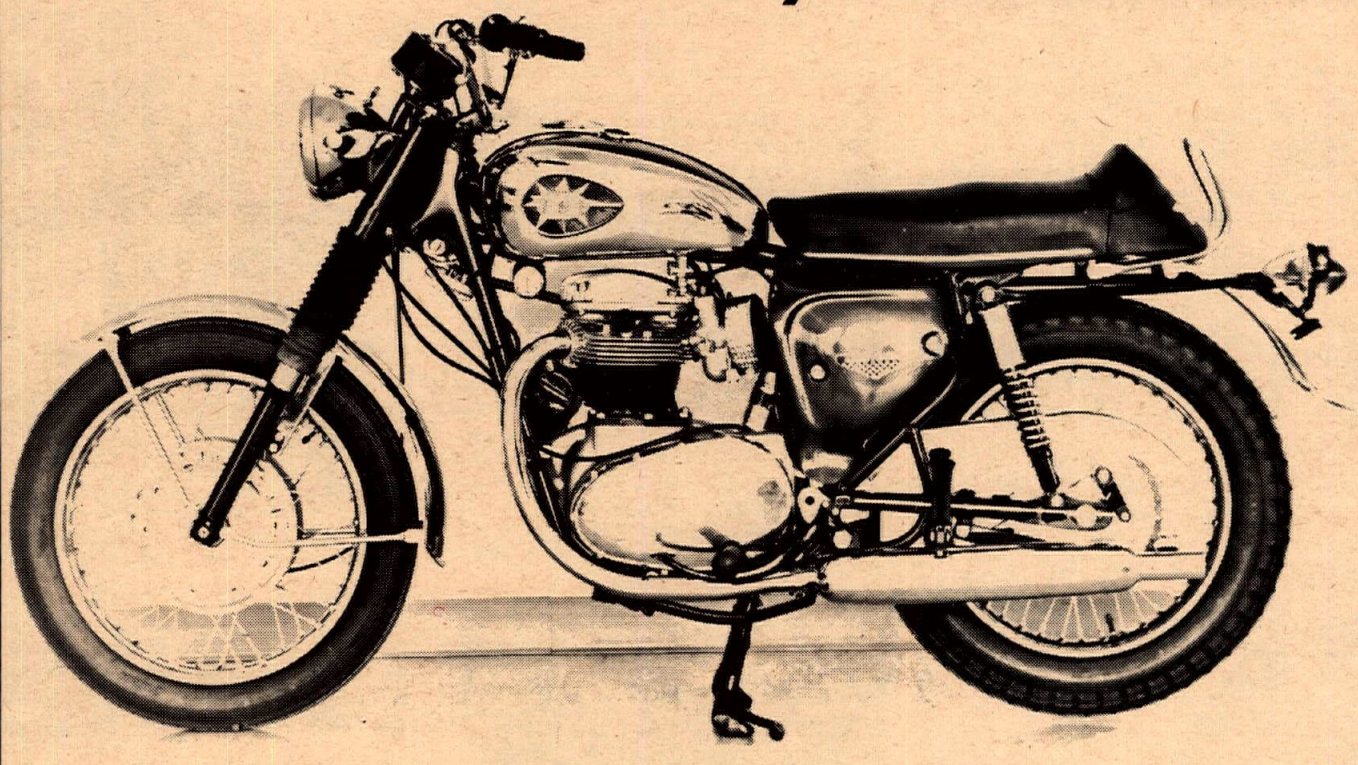
This time San Francisco's Lawwill slid into the first turn ahead of Culver City's Haaby and led the close-running field for three laps. Then Dan pushed past his fellow Harley rider and the South vs. North front-runners held their positions for the remainder of the race, stretching out their lead over Elliott Schultz (RE), Dick Hardmeyer (Triumph) and DeWayne Keeter (BSA).

Although announced and scheduled in the program as a 15-lap Main Event, the riders received the one-lap-to-go flag at the end of nine laps. The checkered flag went to Haaby on lap ten. Afterward, none of the AMA officials had an answer to the question of why the race was shortened, but, irregardless, everyone had a full day of competition. And in addition to his $500 victory earnings, Haaby took home the beautiful and unique Larry Headricks trophy. Headricks, former top-flight flattracker, was on hand for the ceremonies, and the day's events were fittingly dedicated to him.

(Results on page 16)

CLEAN SWEEP WITH THE BOLD WORLD OF BSA

SAN JOSE 1/2 MILE FLAT TRACK



JIM RICE TAKES TROPHY DASH AND AMATEUR MAIN EVENT ABOARD BSA

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ARIZONA TT CHAMPIONSHIP

California Socks It To 'Em!

Story and Photos by Maureen Lee

The racing year wouldn't be complete without a trip to Tucson for the Arizona TT Championship and so that's where we were Easter Sunday, along with a sizable group of other Californians. At the end of the day a total of 27 beautiful trophies were given out, 18 going back to the Coast, 1 to Nevada and 8 staying home on the range.

The weekend started Saturday night with Herb and Johnnie, owners of Eastside Cycle and the track, along with their families hosting some of the Californians to steaks (would you believe a whole cow?) at Pinnacle Peak to say thank you for all those long miles traveled to enter their event. The steaks were enormous, guaranteed to cut your power-to-weight ratio drastically (as Johnnie said, "You don't see OUR riders sitting here, do you?"), but this form of sabotage we can stand anytime!

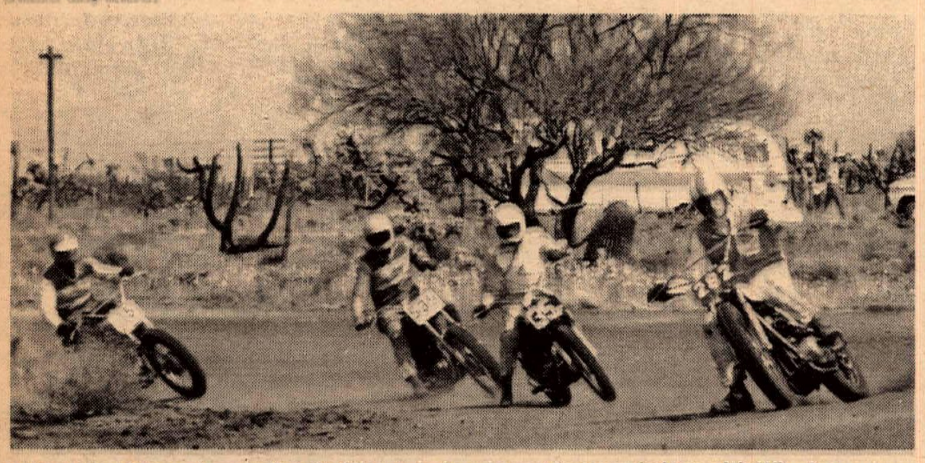
Some of the best racing of the day was in the 0-125 Amateur-Expert division with Mike Lane (Hodaka) from Bakersfield and Mark Kruse (Bultaco) of Newport Beach fighting it out. In one moto these two youngsters really had a thing going but each time it was Lane who emerged the winner. Third place went to Suzuki rider Brad Wilson of Tucson.

250 Novices from District 37 were moved up to Amateur to even things up a little bit but the Novice win went to California and Yamaha twin, with Victor Hannan the winner. Hannan flat flew and still won despite mechanical trouble and not finishing the second moto. Arizona took second and third with Pat Palmer (Bultaco) runnerup and C-Z rider Rudy Williams third (along with wearing the best looking jumper on the track).

Amateur Ted Longwith (Greeves) had the spectators talking to themselves in his class. Left on the line in one moto, Ted set out after the pack that was over the jump and far away by the time he got going and showed the hometown folks how a TT Greeves can travel when it has to. At one point we thought one or the other couldn't make it but somehow Ted and the bike stayed in one unit and he caught up with the rest of the riders. Fellow Californian John Lindeberg (Greeves) was steaming along up front with Bill Hubbard (Bultaco) and Arizonan Bill Fisher (Honda) after him. Fisher really did a good job; each moto he'd be right up there, sometimes leading for a spell but his equipment just didn't have the suds to stand up to the others.

Tucson's Brad Wilson (15) gets the drop on the 0-125 class into turn one but the eventual winner, #7 Larry Davidson, is right alongside him.

The new Yamaha single showed tremendously in the Expert class taking first and second. Mike Lane won with Roy Spiker who now lives in Yuma second and San Diego's Larry Bishop (Bultaco) third.



500cc class riders at work. Dennis Stinson is hanging on to second place with Mike Lane, Larry Nolan and Dwight Harlow in there pitching.

Come Sunday morning riders showed up early at the track, including entries from Nevada and Texas, as practice started at nine and ended at noon and everyone could ride to their hearts' content.

The Action Begins

After riders meeting the wars began. First up were the 0-125cc Novices, all eleven of them and as did everyone else they ran five-lap motos. The Tucson starts? Very interesting! There are two. You line up to have your number checked at the edge of the pits and then drag race for eighty yards to get a good starting position on the line. Whee! When you get there if you can't lock it up and spin a doughnut you're in trouble, baby! Anyway, this was the only class to have a Tucson winner. Larry Davidson on a 125 Honda blew them off in spite of a very determined effort from little Mike North (Bridgestone) from Las Vegas who got second and Tucson's Brad Wilson (Honda) who took third.

"The Jones boy" Dewayne on his way to the Open Expert class win.

Up With The Joneses

Two of the big bore events went to "the Jones boys" with Gary winning the Open Amateur and Dewayne the Expert, both on BSA. It could be worthwhile to check with their dad Don in a few weeks about a new goodie he's designing to change fork rake. The Open Amateurs were again all California winners with Lance Vallery (Triumph) ending second and David Brooks (BSA) third. David would up in that class instead of the 500 by mistake but rode it anyway. Phoenix shoe Larkin Gabbert (BSA) took second in the Expert and really showed style but he just couldn't nail Dewayne and was kept busy keeping Mike Van Acker (Triumph) from beating him.

Ariel rider John Fishburn walked off with the 500 class but the best racing went on behind him between Dennis Stinson (Triumph) and Mike Lane (350 Royal Enfield). Dennis took second three times straight but not without really having to concentrate on what he was doing. One goof and Lane was close enough to take him. Said Mr. Lane happily afterwards, "Looks like he's going to be a track man," since so far most of Dennis's riding has been desert.

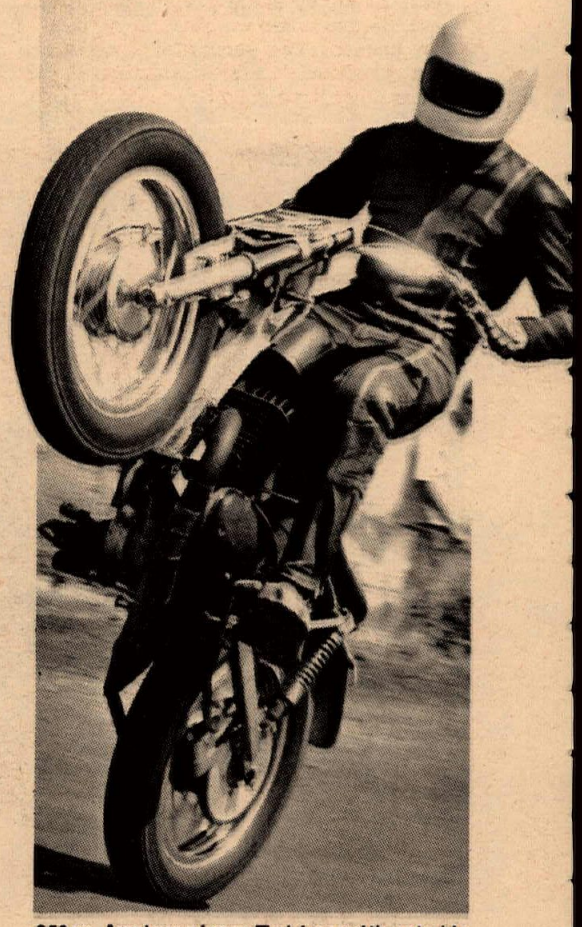
A Tucson rider known locally as "Super Squirrel" but really named Ron Garry won the Wheelie contest on a 250 Harley after a contest that put more than one rider flat on his back.

Sweepstakes Goof-Up

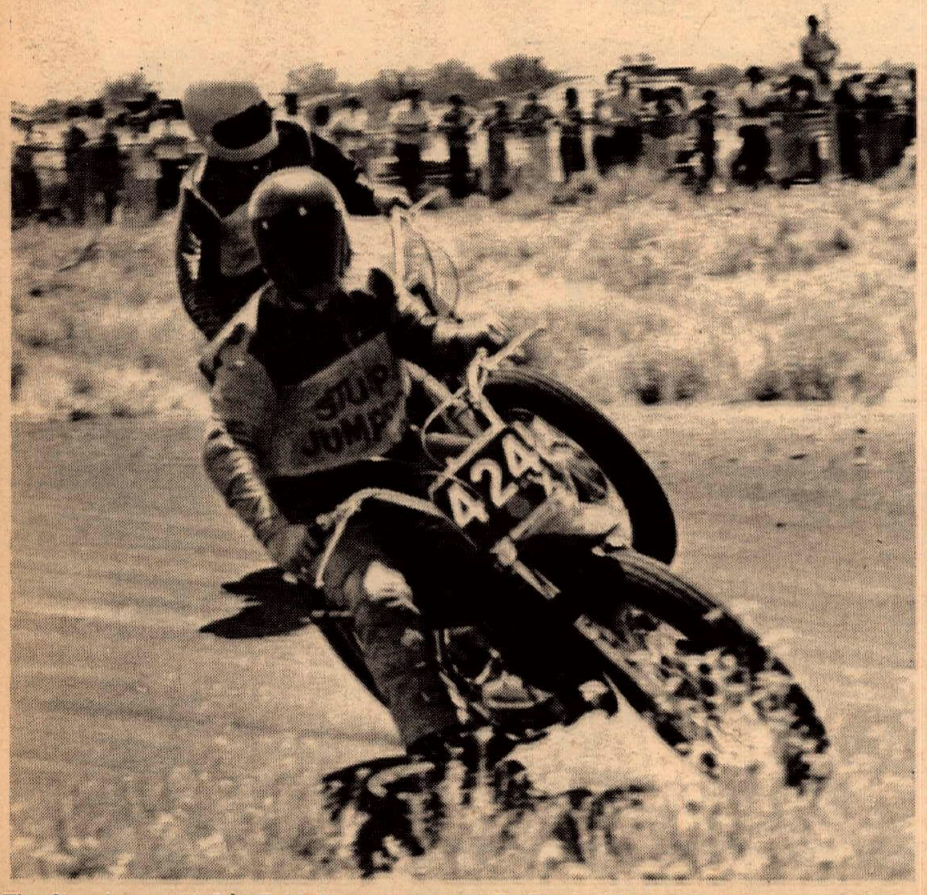
The Sweepstakes were wild and woolly and also featured the goof of the day. The heat board listed all who should ride the Lightweight Sweep but to make things more interesting the 250 Experts were listed to ride with the Heavies. When all were lined up, word was sent for more riders to get on the line, one of whom was Mike Lane. So off Mike went. Mark Kruse grabbed off the lead and held it for a long time until the superior power of the bigger bikes paid off and Lane passed him with Mark hanging in there for second over-all.

Then when the Heavyweights were lined up, back came word that all those who had ridden the Lightweight shouldn't have, were disqualified, and would have to ride again. The Bakersfield group was slightly unhappy as anyone would be, but Lane, only slightly perturbed, pulled his helmet back on and went out for another ten laps. Yep, he won and didn't look any the worse for wear when he returned to the pits. This kid is really something. The Jones brothers, who also had ridden the first Sweep, were in there working hard along with Larkin Gabbert and Mike Van Acker.

Bakersfield's and Mel Dineson's pride and joy, Mike Lane, won almost everything in sight – the heavyweight sweeps, the 125 and 250 Expert events, plus a third in the 500!



250cc Amateur winner Ted Longwith gets his Greeves way up there in fine style.



The Stumpjumpers M.C.'s fielded a large team of California riders, some of whom took home trophies, like #424 Bill Hubbard, who wound up third in the 250 Amateur class.

The other Jones boy, Gary, took the Open Amateur title, with an Arizona rider on his rear wheel.

The day ended with the trophy presentation and we didn't hear one rider who didn't think it had been worth it to make the trip, as the track is so great and everyone gets so much riding, and it hadn't been an easy trip in some cases. Larry Nolan had blown a tire and Ike Mizzen broke a Universal outside of Yuma and was rescued by another rider to go on to the races leaving his truck by the road.

The Arizona riders are good, as was the gang from El Paso, but this year belonged to California. But next year? It could be a complete reversal and, if all goes well, we'll be there to see the action. Hope you will, too!

(Results on page 16)

ACE OF CLUBS RECEIVE TOP TEN AMA HONORS

Each year the American Motorcycle Association selects ten top clubs from the hundreds throughout the country. Scrapbooks of the various clubs' activities are submitted to the AMA and judged on variety of events, safety activities, variety of news releases, charity events sponsored or co-sponsored, and the general character of the club and its members.

This year the Ace of Clubs M.C. of El Monte, Calif. was chosen as one of the elite "Top Ten," and member Bob Suprenard traveled to Daytona Beach, Florida to receive a special placque given in recognition of the group's efforts.

The Ace of Clubs have been a familiar sight at numerous events all over California, highlighting parades, professional events, charity runs and other such meets with their breath-taking precision Drill Team maneuvers – all gratis performances.

Each of the 25 Ace of Clubs members ride Hi-Fi blue Harley-Davidson full-dress 74's complete with saddlebags, numerous taillights, radio boxes, antennas, and buddy seats for girl members. Their uniforms and helmets are brown and beige; they wear highly-polished black paratrooper boots with white shoelaces.

The Drill Team itself is usually comprised of eight members and a Drill Captain, but as many as 13 have taken part in their precision routines, which they practice every Monday night for an hour and a half. On rainy nights they have "blackboard drill." Highlights of their trick-riding performances, originally drawn up by the late Darrel Pecor in 1956, include "Threading The Needle," single and double Figure Eights, abreast formations, "V" formations, interlocking circles, and the grand finale "Suicide Split."

The skill required to accomplish such feats is doubly evident when considering that the machines weigh between 850 and 900 pounds. The secret is "enthusiasm and practice," states Suprenard. All bikes must have good tires and be in top mechanical condition since they perform on grass, pavement, asphalt, dirt and even banked wood tracks. New riders start in the rear of the formation and move forward through seniority.

Current officers of the Ace of Clubs include Drill Captain Johnny George, who is also Road Captain on tours and poker runs, President Vern Selby, Vice President Bob Meyers, Treasurer Mary Stride, Secretary Barbara Arant (wife of former Road Captain Danny Arant), and triple-threat Eddie Alford who serves as RRC representative, Chart Steward and Referee.

Ace of Clubs drill team member Bob Suprenard displays the award presented to the group as one of the Top Ten AMA clubs in the U.S. for 1967.

Photo by Dennis Greene

After participating in at least a dozen runs and other events in 1967 (Santa Fe Springs parade, Montclair city parade, twice at Ascot, McFarland Boys Home Run, City of Hope Tour, Indio Tour, Ensenada Run, Elsinore Run and others), the Ace of Clubs look forward to an even more active and satisfying season in 1968, and are certainly most deserving of their Top Ten AMA award.

CALIFORNIA'S DOING IT AGAIN- NO APPAREL REQUIREMENTS!

By Barbara Adams Dahms

On Wednesday, April 19, mandatory helmet and eye protection requirements were amended out of AB 289 by the Assembly Ways and Means Committee. This move, coupled with the defeat of the footwear bill and the removal of helmet provisions from SB 111, leaves only minor negotiations before a major victory for California cyclists.

AB 289, held over from two weeks earlier, was a doomed bill when it went into the hearing. At the prior session a demonstration by the UME of the items they were legislating (courtesy of Bell Helmets) and a presentation of our objections to mandatory use by the Hell's Angels had the committee ready for a "no" vote. Still, Chairman Crown, bending backwards to give the author, Assemblyman Foran the best possible chance, held the bill for two weeks.

Knowing he no longer had the votes for passage, Foran waited till the last minute before bringing up his bill. The UME, represented by Barbara Dahms; the Hell's Angels, represented by Sonny Barger, president; and "Zorro" Mitten, treasurer, Oakland; Bob Roberts, president, S.F.; and Tommy Henderson, treasurer, Daly City; were on hand in case of some unexpected maneuver. Several Sacramento cyclists, whose names we would like to have, also were present to testify if needed.

Chairman Crown began by stating he was not reopening testimony which had been given extensively at the previous hearing. However, he allowed Foran one rebuttal witness, Dr. Snively (again) who testified that it wouldn't be so bad if cyclists simply killed themselves but unfortunately they sometimes didn't die and became a burden on everyone else, thus making the law necessary.

We had previously conferred with Assemblyman Leon Ralph of L.A., and asked him to rescue the licensing portion of the bill. Assemblyman Foran had "reluctantly" agreed to such an arrangement. After a bit of discussion among committee members, Assemblyman John Burton of San Francisco moved an amendment to remove helmet requirements, which passed.

Chairman Crown started to call for a vote on the bill and a cry was raised over eye protection. Assemblyman Ralph put in that amendment which took Foran completely by surprise. He protested that this part was necessary to obtain federal money. A general uproar followed as each side tried to get the floor. Barger won by simply going to the lectern and repeating previous testimony that, "The CHP report had stated eye protection could be more dangerous in an accident," even as Crown was insisting, "We're not going into that again, we covered it thoroughly last time." The CHP had the last word when Inspector Jacobs, called to comment, verified Barger's statement and added "We have no position on mandatory apparel." AB 289 was sent to the Assembly, a pure licensing bill.

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RRC MEETS

By Robert O. Fee

SOUTHERN CALIFORNIA ROAD RIDERS COMMITTEE SUPPLEMENTAL RULES

ARTICLE I: ROAD RALLIES AND TOURS

A. DEFINITIONS
Sec. 1.
A road rally or road tour is a meeting of motorcycles and riders at a preselected location where there is no specified course with check points and no penalty is assessed for other than a deadline is specified.
Sec. 2.
Endurance, reliability, road and other special runs having a timed course, check points, etc. and field meets shall be conducted under the applicable rules of the AMA, except Poker Runs which be covered by these Supplemental Rules.
Sec. 3.
Events combining a road rally and run activities shall be conducted under the applicable rules of the AMA and these RRC Rules.

B. GENERAL RULES
Sec. 1.
No club or group of clubs may use a specific area developed by another club unless permission is obtained from the club that developed such property. In case of a dispute, duration of the priority shall be determined by the Executive Board. (Ref. AMA Rules, Art. XXI, Sec. 4)
Sec. 2.
Every club and rider participating in RRC activities shall be presumed to be acquainted with and shall summit to and be bound by, these and any additional rules, which may be issued by the Executive Board and approved by the body. (By-Laws VIII, A)
Sec. 3.
Any communication regarding these rules or regarding motorcycle competition as affected by the rules shall be made to the Rules Committee. This committee will revise the rules at least once a year.
Sec. 4.
In the event of any question arising as to the interpretation of these rules, the decision of the Rules Committee shall be final.
Sec. 5.
Any proposed change in the RRC judging rules shall first be made in writing to the Executive Board, who shall make a recommendation to the body, on the proposed change (RRC By-Laws VIII, A)
Sec. 6.
A. The RRC Referee may delegate from time to time to all or any of his powers to a sub-committee or an individual of his choosing.
B. Any club Referee may at any time ask the RRC Referee for assistance.
Sec. 7.
At the request of any participant of the event, the promoter shall be obliged to exhibit, either before or during the event, the official AMA Sanction.
Sec. 8.
Under penalty of disqualification of all concerned, no motorcycle shall be used by more than one contestant in any specified day's program.
Sec. 9.
No rider under 21 years of age may enter any road rally or tour or special run without the written consent of parents or legal guardian.
Sec. 10.
Women are encouraged to ride and compete in all rally activities. Special classes may be scheduled by the promoting club, but is not mandatory.
Sec. 11.
No rider shall at anytime ride in such a manner as to endanger life or limb of other riders, public or officials, and in violation of this rule shall be subject to immediate disqualification and suspension and ejection by the Club Referee.
Sec. 12.
When posted, no deadline shall be extended for any reason.
Sec. 13.
No automobile entries shall be accepted, no passengers thereof eligible for competition or participation unless sponsoring clubs have special class for car entries. Pick up crews of any motorcycle club shall be entered at the discretion of the promoting club.
Sec. 14.
Under penalty of disqualification, any motorcycle entered in a rally or tour must be ridden the entire distance from the operator's residence to the finish.
Sec. 15.
Any motorcycle suffering mechanical breakdown between the start and finish may be towed or trucked to the finish without disqualification of the operator or passenger. However, the motorcycle shall be disqualified for any contest. (With the exceptions of Poker Hands. Art. VI – A Sec. 2)
Sec. 16.
Long distance riders shall be eligible for awards on the total airline distance as computed by map measurements from the operator's residence to the start and finish. If applicable, the post mark of the mail-in entry shall determine the operator's residence. For Clubs, it will be a club having six or more members on a rally or tour, from the Charter's address.
Sec. 17.
A system of judging and scoring accepted by the RRC shall be used by all promoting clubs for their rally. These cards shall be retained by the club for a period of one year. When a protest is lodged with RRC, the judging card must be available to RRC, who will return them when a decision is rendered.
Sec. 18.
The judging cards will be filled out at the finish 15 minutes before the competition starts, given to the Club Referee, who will inspect each for complete and accurate entries.
Sec. 19.
All results of each contest shall be posted, in writing, 15 minutes prior to any presentation of awards.
Sec. 20.
Any contestant shall have the privilege of inspecting and comparing his score card with other score cards of any given contest, prior to the awarding of the awards. After the awards are presented he will have to file a protest in order to see the cards.

C. CLASSIFICATION OF CONTESTANTS
Sec. 1.
Road Rally or Tour contestants shall be classified as:
A. Solo Riders: The operator of the motorcycle.
1. Male
B. Couples: A combination of male and female.
C. Passengers: Male or female rider, not operator of the motorcycle
D. Family: Any combination of 3 or more blood or legal relation.
E. All people will be judged in the clothes they rode in, on one day runs.
Sec. 2.
Three or more contestants shall make a class. If less, these contestants will merge with the next least affected class.

D. CLASSIFICATION OF MOTORCYCLE
Sec. 1.
All motorcycles entering dress competition shall be classified as:
A. STOCK: The basic motorcycle available from the factory and any factory catalog accessories, plus three non-factory catalog accessories, plus windshield, saddlebags, and turn signals.
B. Modified STOCK: As defined for stock, but having four or more non-factory catalog accessories added.
C. SEMI-CUSTOM: As defined for stock and modified stock plus non-factory paint.
D. CUSTOM: Any modification of factory metal.
E. Cleaning of motorcycles will be permitted at the discretion of the promoting club.
Sec. 2.
Each class or style shall be further subdivided into classes or style according to piston displacement, or visa-versa.
A. LIGHTWEIGHT: to 400cc
B. MIDDLEWEIGHT: 401cc to 900cc
C. HEAVYWEIGHT: 901cc up
Sec. 3.
Sidecars shall be separate class and include all models.
Sec. 4.
Three wheel model motorcycles shall have a separate class.
Sec. 5.
Three entries shall make a class. If less, those entries shall merge with the next least affected class.

E. SPECIFICATIONS OF MOTORCYCLES
Sec. 1.
Under penalty of disqualification, all motorcycles participating in any rally or tour must meet the legal requirements of the State Vehicle Code in which it's registered. (Horn, lights, etc.)

F. CONTEST OFFICIALS
Sec. 1.
The principal officer of any road rally or tour shall be the promoting club's referee. All other persons working the rally shall be responsible to the referee and he shall exercise general supervision over the affairs of the rally or tour.
Sec. 2.
All duties as set forth in Article XX of the AMA Rules shall be performed as applicable by the Road Rally or Tour Officials.
Sec. 3.
The contest officials shall complete, sign and forward to the RRC Referee,

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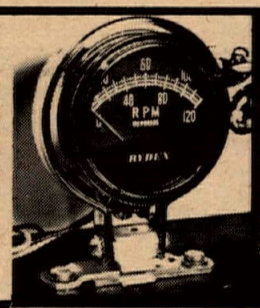

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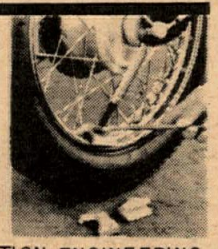

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all forms required by the RRC Rules within 15 days. The RRC Referee has fifteen days in which to return any promoting club's entry forms.
Sec. 4.
The promoting club referee shall be available at the finish of the rally or tour at all times to settle any questions that may arise.
G. OFFICIAL JUDGING FORMS
Sec. 1.
The forms set forth in this section shall be used by all promoting clubs for judging purposes and the completed cards shall be retained for aperiod of one year.
Sec. 2.
Dress Competition, Solo, Sidecar and Three-Wheel.

Name _____
AMA No. _____
Class _____

Juding standards shall be to RRC. Supp. Rules
MOTORCYCLE: Award up to 15 points max. per item.

1. Tires _____
2. Paint _____
3. Chrome _____
4. Appearance _____
5. Safety Equipment _____

APPEARANCE: Award up to 15 points max. per item.

1. Neatness of motorcycle _____
2. Neatness of dress _____
3. Matching uniform _____
4. Helmets _____
5. Overall display _____

This motorcycle has met all of the requirements of the DMW.
TOTAL POINTS _____
JUDGE'S SIGNATURE _____
Sec. 4.
Dress Competition: Clubs, couples and family.

NAME _____
CHARTER NO. _____
CLUB ___ COUPLES ___ FAMILY ___
Judging standards shall be to RRC Suppl. Rules.

GENERAL APPEARANCE 10 points max. per item.

1. Shirts _____
2. Pants _____
3. Helmets _____
4. Ensemble _____
5. Insignia _____

Award 10 points for a match. 8 points all or less for a near match. 0 points for mismatch.
Helmets: Deduct 5 points if not displayed _____
General conduct while observed _____
_____ (15 points max.)

FOR CLUBS ONLY: 10 points max. Percentage of members in uniform
6 members or more must appear for judging
TOTAL POINTS _____
JUDGE'S SIGNATURE _____

Sec. 5.
MASTER TALLY FORM:

CLASS _____
Lic. No. _____
Motorcycle _____
Appearance _____
MASTER JUDGE'S SIGNATURE _____

ARTICLE II: POKER RUNS

Sec. 1.
All general Rules of Article I shall apply this article.
Sec. 2.
Any rider that misses a check point or comes in from the wrong direction will be disqualified from the rest of the events. Missing a moved check point that is shown on the promoting club's map will not be grounds for disqualification.
Sec. 3.
Promoting Club Referee will make a safety check of the run three hours before the start opens and post any unsafe portions of the road that will be traveled. The Referee shall send a report of his check to the RRC Referee within 15 days after the check.
Sec. 4.

REFEREE REPORT FORM (on a 3"x5" file card).
Club Name _____
Referee _____
A safety check of the route to be followed by the entrants of the _____
poker run was made _____
___ a.m. ___ p.m. by _____
The safety hazards found and the method of posting are listed on the rear of this report.
Referee's signature _____

ARTICLE III: PROTEST PROCEDURE

A. PROTEST
Sec. 1.
Any contest participant and/or rally entrant may protest the action or decision of judges that violate the standing RRC Rules or AMA Rules for the contest in question.
Sec. 2.
The complainant must advise the club referee of the protest within 15 minutes of posting the names of the contest winners, receive and complete a protest form, and return the form to the club referee with a fee of $10.00. Any trophy or award affected by the protest shall be stayed until adjudication. If the protest is denied, the fee shall be deposited in the club Treasury. If the protest is allowed, the fee shall be returned to the complainant.
Sec. 3.
The Club Referee shall entertain arguments from both parties and shall immediately rule the protest valid or invalid.
Sec. 4.
If a protest is lodged against the promoting club rather than a single contest, the complaintant shall submit the protest in writing and a fee of $10.00 to the RRC Referee within 5 days. The Referee shall render a decision and notify the complaintant of such decision within 10 days.
B. FORMS
Sec. 1.
Protest to Referee or Chairman of the Executive Board on Protest or Appeal.
Official RRC Referee (Chm., Exec. Board)
Dear Sir:
Please find herewith $___ as a fee for a protest against _____
AMA No. _____ in contest _____
held by _____
under Sanction No. ___ Date _____
Signed _____ AMA No. _____
Address _____
To be printed on the rear side of a 3"x5" file card. List one specific cause for protest, and initial.
C. APPEALS
Sec. 1.
Appeals from the decision of a Club Referee, must be filed with the RRC Referee within 7 days after the referee has rendered his decision. Each such appeal shall be forwarded in writing and accompanied by a fee of $10.00 to the Chairman of the RRC Executive Board, who shall render a decision within 30 days.
Sec. 2.
All penalties imposed by the RRC Referee and the Chairman of the Executive Board are subject to appeal to the AMA Competition Committee upon payment of $5.00. If the appeal is upheld, all monies shall be returned to appealant.
Sec. 3.
All fees or monies paid toward expenses shall be returned to protesting and appealing parties in the event that their protest and appeals are sustained and the above fees and expenses collected from the losing parties or party.
D. REINSTATEMENT
Sec. 1.
For good and sufficient reason any rider or clubs under suspention, and not otherwise disqualified by these Rules, may be reinstated by a majority vote of the body.
E. PROCEDURES
Sec. 1.
On imposing a fine or suspension, the RRC shall give the riders or Clubs a receipt thereof, and report the same to the RRC body.
Sec. 2.
Any rider or club upon whom a fine is imposed shall remain suspended until the fine is collected by the duly authorized representative of the RRC.

ARTICLE IV: CORRUPT PRACTICE

A. CORRUPT PRACTICES
Sec. 1.
Accepting or offering to accept any bribe in any form by any rider, or official in motorcycle competition or exhibition or by any person in charge of or having access to any motorcycle.
Sec. 2.
Willfully entering or causing to be entered in any competition a motorcycle known to be disqualified or ineligible for competition. (Art. 1-B Sec. 15)
Sec. 3.
Being guilty of conspiring with any other person for the commission of any other corrupt or fraudulent practice in relation to motorcycle competition, in this or any other district.
Sec. 4.
Being guilty of unfair practice or misbehavior in connection with motorcycling in general whether relating to the competition or not.
Sec. 5.
Willfull prevarication or misrepresentation of any motorcycle or contestant for any motorcycle competition.

B. PENALTIES
Sec. 1.
Reprimand or suspension for corrupt practices shall be inflicted by the Executive Board, but a first offense no suspension not otherwise provided for shall be for a less period than one month, or for a second offense of the same nature, for less than six months. There shall be no appeal from the suspension or reprimand inflicted by the Executive Board.
Sec. 2.
For ungentlemanly conduct or willful infraction of these rules, the Club Referee may suspend any rider or clubs for the remainder of any event and may require that any offensive attendant be removed from the grounds.
Sec. 3.
For insubordination, talking back, and for minor offenses generally, the Executive Board may fine a rider $5.00 to $10.00 for each offense.
Sec. 4.
For major offenses, corrupt practices and for violations of the printed rules, the Executive Board may fine a rider or club up to $50.00 for each offense, or suspend him or them for any period up to permanent disqualification.
Sec. 5.
Disqualification entails the loss of any right with regard to any event in respect to which the cause of disqualification arises, and may be extended by the Official Club Referee to apply to any other event of the same rally or run.
Sec. 6.
If a protest against any machine which has won or taken part in competition is upheld, such machine and its rider shall be regarded as not having taken part in the competition and the other riders shall be placed accordingly.
Sec. 7.
Any promoting club failing to enforce and abide by the AMA and Supplemental Rules may in addition to other penalties be fined up to six eligibility points on their RRC Calendar Standings.

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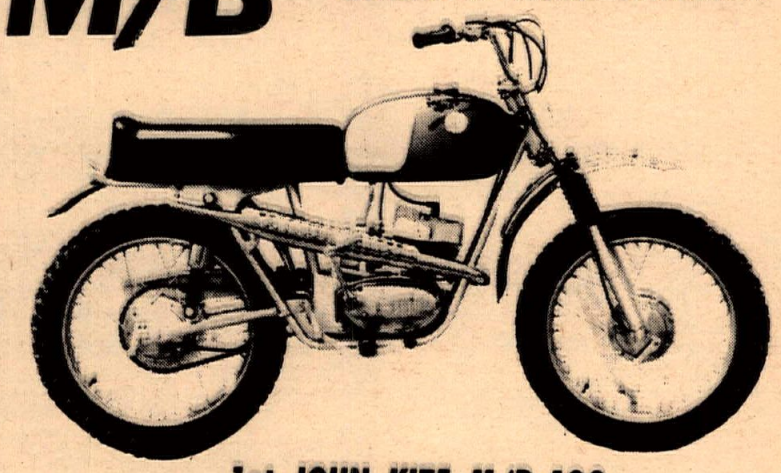
M/B MAKES IT THREE STRAIGHT



1st JOHN KITE M/B 100
MICA'S RANCH INDIANOLA, IOWA
MAR. 31, APRIL 14 & 21, 1968

John Kite, riding for Honda Town in Des Moines, Iowa has taken three straight at the Mica's Ranch Scrambles. John is unbeaten in heat races, semis and main events.

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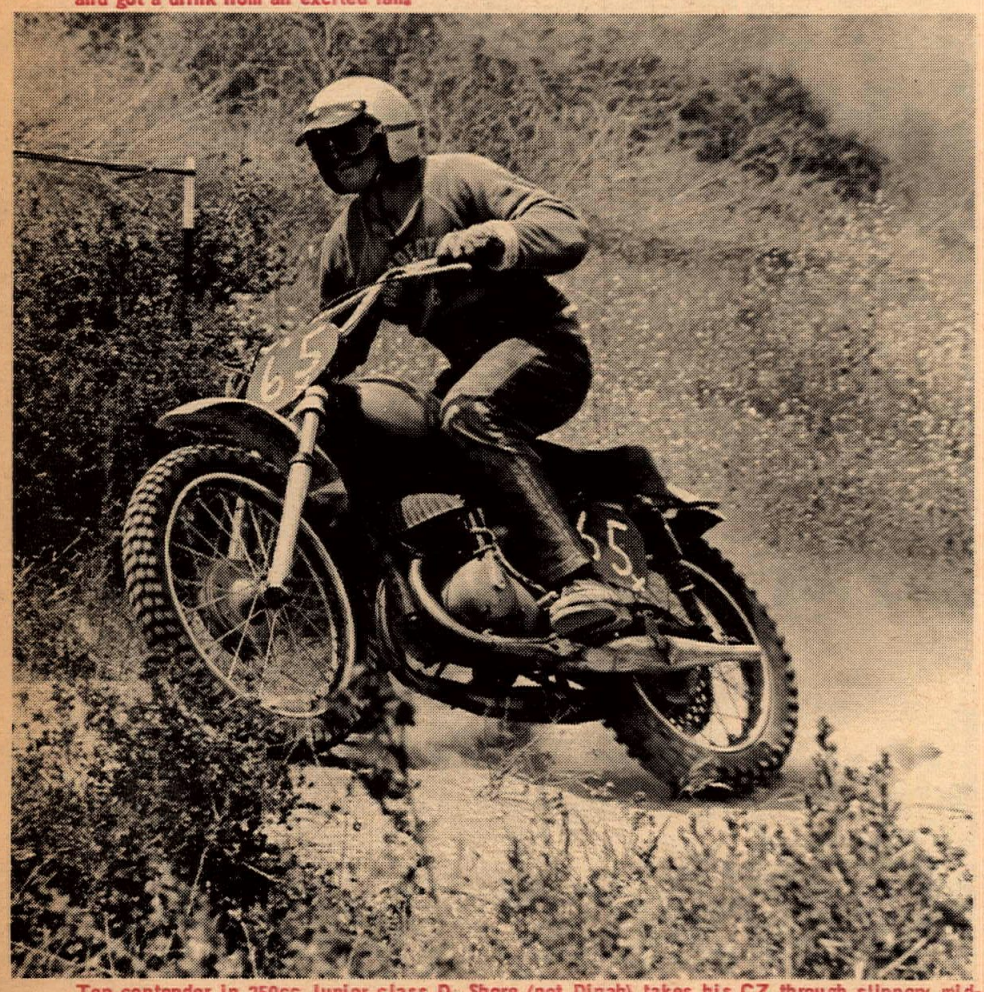
Start of 250cc Expert moto finds Russ Darnell (46) leading Husky-mounted Bill Silverthorn (7), Steve Hurd (112) ironman #79 Gary Bailey (Greeves) and ace Husky man J. De Soto (125). Darnell runs 2 miles a day to get in shape for this summer's bout with the Europeans.

Spiderman Gary Bailey here enveloped his Hodaka over jump and on to 100cc Expert win. Gary won all three motos walkin' away. He had such a fantastic lead in the 2nd moto that he stopped and got a drink from an excited fan.

Photos by Bill Pettigrew & John Shedd

Way-out Maico rider Jeff Smith negotiates soft corner in great style to cop a fourth overall tie with CZ-mounted Al Baker.



Top contender in 250cc Junior class D. Shore (not Dinah) takes his CZ through slippery mid-course turn and on to 2nd overall behind first man Larry Bessey (Montesa).

Stump Jumpers rider leads D. Shore (65) uphill after start of 250cc Junior heat. This class was so large that heats had to be run.

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oto-cross held at s the first to have he 250 and 500cc ved checks for their ers remained on a M-sanctioned event n a series that will an AFM national

Course

oto-Cross Club laid the event, and it was d down-hill twisting ighter than the pre- any riders liked it started the day's and Junior classes nding tallest on the r than Gary Bailey on his Hodakawhere ree motos. D. Vesco ert to finish on a took first Junior on d by Hodaka rider

class was so big d to be run. Two an two motos, with moving to the final. Montesa, won both on to take the over- ore on a CZ in for

t class was talent- ki hustler Preston ad in the first moto, helm (CZ) and John n the scene, astride pack, changes were Russ Darnell on a way up behind Petty followed by DeSoto hile Petty and Dar- first, Gary Bailey up to third ahead of y took the moto but te in the remaining n gearbox. Darnell e second moto with a), DeSoto and Bai- Carty had problems up to take second ehind Darnell. Dar- to flag to flag, with xthelm third. Dar- winner with fellow runnerup and Suzu- d third.

g 500 Scene

Ron Nelson took the cc moto, with J.N. Jeff Willis (Maico) 's lead didn't last. N. took over, with up to second on his n Petty on a Maico ain got the lead in lowed by Willis and ck in the pack but o second as Bailey elson killed his en- ed the lead. Nelson ing. J.N. crashed, o take the win. The on all the way. Al irst on his new CZ, with Bailey third. him, but was never son. When the over- ied, it was Nelson d and the ironman, competed in three f seventy-two laps,

Ron Nelson are now AFM championship, and hard races are with before bagging fornia Moto-Cross oss will be on May ttraction of sidecar excitement.

n page 16)

Top 500cc Expert riders jockey for a good line uphill after leaving starting area. Photo shows Husky-mounted J.N. Roberts leading #13 Jeff Willis (Maico), with Ron Nelson (98) on a Montesa Capra following.

Rear view of Preston Petty's Maico 360 with loose tuned exhaust pipe. Preston managed a 5th in the talent-packed 500cc Expert class. Petty's 250cc Suzuki experienced gearbox problems after first moto.

Ron Nelson (Montesa) leads Maico rider Jeff Willis (13), J.N. Roberts (checkered helmet) and Maico-mounted Preston Petty around tight Carlsbad course to take first 500cc Expert.

Montesa-mounted Larry Bessey snatched 250cc Junior gold in a no-questions-about-it manner.

Al Baker, here shown on a borrowed CZ 360 though wearing a Husqvama sweatshirt, leads Greeves Expert Gary Bailey, only to be passed a few moments later by Bailey.

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VISTA TRAVELLERS SPAGHETTI RUN

Story and Photos by Bill Harmer

The Travellers M.C. of Vista, California held its 5th annual "Spaghetti Run" at beautiful Lake Wolford, some seven miles east of Escondido, Saturday and Sunday April 6 and 7. Sign-in deadline was 6 p.m. Saturday and immediately thereafter the president of the Travellers, Jim Lee, put on his chef's apron and began dishing out a delicious spaghetti dinner with tossed greensalad (a choice of dressings), tasty cup cakes, punch and hot Italian rolls. Riders lounged around on the grass, swapping yarns until long after dark when they began wandering down to the lodge for the dance.

Jim Lee, president of Vista Travellers M.C., serves a dish of spaghetti to Al Weeborg at club's 5th annual run.

Members of Mary's Men M.C. in front of their camp at Lake Wolford. From left, treasurer Margaret De Shayes, president Paul De Shayes, Roger Melanson, secretary Dorothy Melanson, road captain Bob Warner. In background Gay Warner tries to start her Honda.

In the spacious ballroom some couples danced, some leaned against the bar and others played pool off in a side room. But the happy conversation ran to motorcycles, cubic inches and centimeters, the relative merits of the four-stroke engines against two-strokes and the various runs individuals had participated in. As the hours wore on, the crowd thinned out and riders made their ways to their pup tents and sleeping bags for what remained of the night. A few rugged members bedded down in their sleeping bags under the stars.

Daybreak found the early retirers awake, with camp fires built for protection from the 45-degree temperature and the aroma of freshly brewed coffee floating throughout the camp grounds. Little by little, other cyclists began to arouse themselves. Som huddled about camp fires and discussed the day's coming events, others busied themselves wiping the dew off their machines with loving care, readying them for the judging which was due in a few hours. As the sun hove higher into the heavens, the camp activities increased and good natured kidding and shouting was exchanged between the various groups. A pickup truck loaded with trophies pulled into the camp area and the judges scraped several lines in the soft earth for the various classes of bikes to line up on for the judging and the festivities were under way.

(Results on page 16)

Waiting their turn at the Spaghetti Run chowline are Singing Wheels M.C. riders. Left to right, San Diego Road Riders Assn. president Ed Folkes; SDRR secretary Carolyn Folkes, Mary Niemeyer and Ray Melanson.

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See such American riders as Ron Nelson, Preston Petty, J.N. Roberts, Lars Larson and Gary Conrad. These are the Moto-Cross stars who will challenge the Europeans later this year.
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MAY 5

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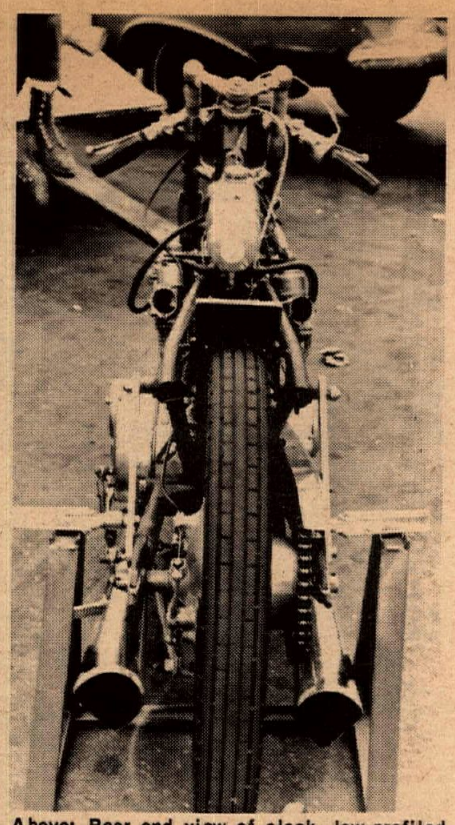
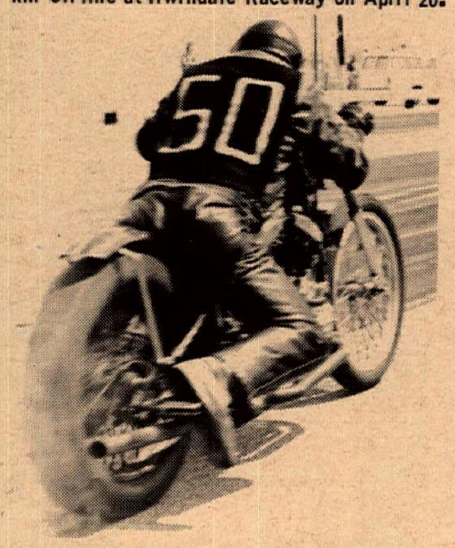


Above: Rear end view of sleek, low-profiled drag bike shows various accoutrements found on professional rigs. Below: Hot Harley smokin' off line at Irwindale Raceway on April 20.



DRAG RACING

By Bob Ebeling

Triumph scored one and two in the Irwindale Raceway run for top Fuel bike on April 20. Saturday's racing program contained a little bit of bench racing, and an occasional quarter-mile sprint thrown in for kicks. Actually the program went quite well and four fuelers qualified.

Boris Murray's twin engine Triumph carried the Ed Kretz name into number one spot with a flashy 9.84 elapsed time and 155.00 miles per hour for speed. McEvoy & Martinez were second best in the performance department with a run of 10.10 seconds.

Joe Smith landed the third spot with a 10.45 second sprint and Bob Ebeling followed the pack with a 10.63 second trip.

Clem Johnson, pit director, posted the schedule for eliminations with Joe Smith staged against Boris Murray and Ebeling's Sta-Lube Triumph scheduled for a race against the McEvoy-Martinez twin-engine "Four Banger" Triumph.

When the time came for round one eliminations, McEvoy & Martinez were not around. Earlier, after qualifying, the frame was found to be broken and Mc Evoy had left to make repairs. As a result Ebeling's Triumph was on standby as Murray and Joe Smith did battle on the quarter-mile field of honor.

Harley-Davidson and Triumph were identical in acceleration from the staging lights but the "Knuckle Head" Harley just couldn't stay with the twin-engine hustler in top end acceleration. Joe Smith racked up his day's best time of 10.17 seconds as he trailed Boris Murray's 9.89 seconds.

The final race, due to McEvoy's forfeit in not showing for round one, found Ebeling's single ready to take a shot at Murray's twin. Ebeling tried so hard at getting off the line first, he drew a big red light and was still passed and beaten by the Triumph double. Ebeling clocked a 10.88 for runner-up as Murray secured the top gold with a 9.84 second sprint.

One of Irwindale's best races of the evening was a little husband and wife race between Joy Houston's Triumph street bike and her husband's 650cc Triumph dragster. Trim little Joy had won her class trophy and was turning consistent mid-thirteen second times. Her big re-beared husband's times were varying in erratic fashion from 12.20's to 13 seconds. The only way to produce a fair race was for the gallant husband to offer a one-half-second head start. (Oh, boy!) Chances looked pretty good for the man of the house to keep a wife in her place, just a few feet behind. But, lo and behold the feisty little lass put it to him. Joy Houston took the win and maybe we were all witness to the end of a perfect marriage.

Lions

Three Harley-Davidsons won the three top awards at Lions Drag Strip – Top street, Top modified and Top gas.

One man, Ed McDonald, was greedy about the whole thing and put his signature to a pair of the winning tickets as owner and rider.

Ed rode his Harley Sportster to a time of 13.63 seconds and 98.36 miles per hour to defeat contenders in top stock such as Bailey's 74-inch Harley, the 13-second Triumph of J. Sprague and Sommer's hauling 500cc Suzuki.

Top miles per hour and elapsed time in the gas dragster division was held by the 250cc Suzuki of Rowles. The two stroke X-6 boasted times of 11.91 seconds and 109.48 miles per hour.

Somehow, Rowles didn't hold onto those same performance figures in the final moments of truth that tell who has the top gas machine. McDonald ran his Harley 74-incher right by the two-stroke and won top gas with a 12.11 seconds and 101.35 miles per hour.

One interesting entry in the gas division was T. Rightmyer and a super space frame 90cc Yamaha. This little class winner stopped the clocks at 20.56 seconds and 55.41 miles per hour.

Modified Race

Just when everyone thought Bruce Miller's Harley Sportster had developed the smoothest idle ever, it was found to be Miller's nasal snores as he slept on the line and was defeated by the biggest hole shot ever. McCarty had a psychedelic paint job special, that must have mesmerized Miller as he jumped ahead and to the winner's lights in 12.89 seconds at 102.27 miles per hour. Who knows, maybe Bruce Miller will create volume sales for the no-doze pill producers.

McCarty's Harley Sportster also defeated Charlie Cash's 250 Suzuki and Kittleson's class winning Honda, for top modified victory.

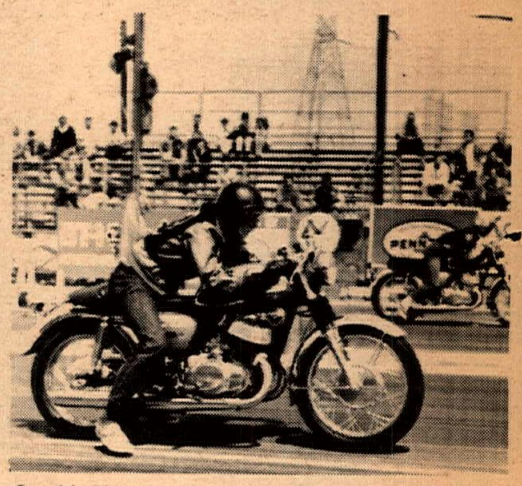
A late arrival in the Lions festivities took top speed and time honors away from the eleven-second Suzuki.

It wasn't really a surprise, for the late arrivals were Perry Prentice and Agnew Scott and their fuel burning twin-engine Triumph. The well-known high gear only express turned a time and speed of 10.32 – 150.00.

Coming Attractions

Next week it's a repeat show of Saturday at Irwindale and Sunday at Lions. An interesting note is that beginning May 1, Irwindale Raceway will be open on Wednesday evenings for grudge racing or just plain old quarter-mile runs against the Chrondex clocks.

(Results on page 16)



Suzuki 500 pilot dropping clutch in street bike division.

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238cc SCRAMBLER

OTHER KAWASAKI WINS

So. County Scrambles
April 7, 1968
1st 100 Novice
Alex Jorgensen

Dehesa Speedway
April 14, 1968
1st 100 Novice
C. Claydon

Bakersfield Hare Scrambles
April 7, 1968
1st 250 Expert
(4th overall)
George Walker
2nd 250 Expert
Don Houser

Perris TT Scrambles
April 21, 1968
1st 100 Amateur
Richard Sweaney

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Write: American Kawasaki Motorcycle, P.O. Box 2066, Gardena, Calif. 90247

RESULTS

All results unofficial unless otherwise noted.

13 REBELS TT SCRAMBLES
Perris, Calif.
Sun., April 21, 1968

50cc AM-EXP. MAIN
1. Steve Nichols Hon
2. Gary Caldwell Hon
3. Jay Lewis Yam
4. Dick Carver Yam
5. Steve Herrera Hon

POWDER PUFF MOTO
1. Eulene Long Hon
2. Diane Connolly Hod
3. Sandra Lambert Hod
4. Patricia Drake Hod
5. Mary Hamisch Hod

100cc NOV. MAIN
1. Jack Britton Yam
2. Jim Arledge Yam
3. Greg Haserdt Hod
4. Karl Wilson Hod
5. Steve Larson Hod

100cc AM. MOTO
1. Richard Sweaney Kaw
2. Larry Nolan Bul
3. Bob Saunders M-B
4. Gary Scott Hon
5. Gary McKenzie Hod

100cc EXP. MOTO
1. Fred Edwards Yam
2. Kirk McDowell Bul
3. Steve Nichols Hon
4. Gary Bevans Hod
5. Kurt Lewis Hon

125-200cc AM-EXP. MAIN
1. Steve Bast Bul
2. Alex Armstrong Bul
3. Lloyd Quintard Bul
4. Gary Griffing Bul
5. Jim Doron Bul

250cc NOV-MAIN.
1. Steve Rispin Bul
2. Loyal Walker Bul
3. Eddie Shinault Hus
4. Mike Carver Bul
5. Neil Winston Bul

250cc AM. MOTO
1. Jon Lindeberg Gre
2. Vincent Graves Bul
3. Jim West (tie) Bul
3. John Colombero (tie) Hus
4. Ted Longwith Gre

250cc EXP. MOTO
1. Eric Olesen Bul
2. Jim Connolly Bul
3. Steve Bast Bul
4. Mike Boal Bul
5. Ron Moore Bul

500cc NOV. MOTO
1. A. Armstrong Bul
2. Butch Clark BSA
3. Jim Hamisch BSA
4. Ben Harwell Tri
5. Sam Hernandez Tri

650cc NOV. MOTO
1. Ron Bode Tri
2. Fred Corley Tri
3. R.G. Bare Tri
4. Jim Parrish Tri
5. Jim Paupin Tri

21" – 650 AM. MOTO
1. Gary Geyer Mai
2. Ron McDaniels Mai
3. Kirk McDowell Bul
4. Dean Hensley Hon
5. Jon Wells Tri

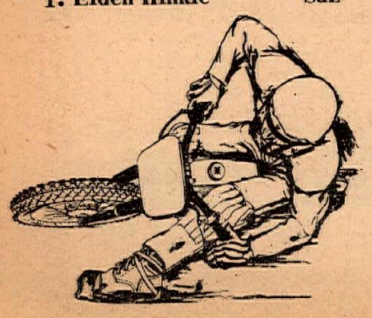
21" – 650 EXP. MOTO
1. Jim Hunter BSA
2. Tony Denius H-D
3. Mike Posey BSA
4. John Rice Hon
5. Terry Dorsch Tri

SAN JOSE HALF-MILE
San Jose, Calif.
Sun., April 21, 1968

EXPERT MAIN EVENT
1. Dan Haaby H-D
2. Mert Lawwill H-D
3. Elliott Schultz R-E
4. Dick Hardmeyer Tri
5. DeWayne Keeter BSA
6. Eddie Mulder H-D
7. Mike Yarn Tri
8. Gene Romero H-D
9. Jim Nicholson Tri
10. Dusty Coppage Tri
11. Paul Conserriere BSA
12. Phil Todd BSA

AMATEUR MAIN EVENT
1. Jim Rice BSA
2. Bob Self R-E

NOVICE MAIN EVENT
1. Elden Hinkle Suz



ARIZONA TT CHAMPIONSHIP
Tucson, Ariz.,
Sun., April 14, 1968

0-125 NOVICE
1. Larry Davidson Hon
2. Mike North Bri
3. Brad Wilson Hon

0-125 AM./EXP.
1. Mike Lane Hod
2. Mack Kruse Bul
3. Butch Hawley Suz

250 NOVICE
1. Victor Hannan Yam
2. Pat Palmer Bul
3. Rudy Williams C-Z

250 AMATEUR
1. Ted Longwith Gre
2. John Lindeberg Gre
3. Bill Hubbard Bul

250 EXPERT
1. Mike Lane Yam
2. Roy Spiker Yam
3. Larry Bishop Bul

500cc CLASS
1. John Fishbum Ari
2. Dennis Stinson Tri
3. Mike Lane R-E

OPEN NOV./AM.
1. Gary Jones BSA
2. Lance Vallery Tri
3. David Brooks BSA

OPEN EXPERT
1. Dewayne Jones BSA
2. Larkin Gabbert BSA
3. Mike Van Acker Tri

WHEELIE CONTEST
1. Ron Garry H-D

LT. WT. SWEEP
1. Mark Kruse

HEAVY WT. SWEEP
1. Mike Lane

VISTA TRAVELLERS SPAGHETTI RUN
Escondido, Calif.
April 6 & 7, 1968

By Bill Harmer

FIELD EVENTS
Rider: Ken Ferguson
Passenger: Carolyn Folkes

BIKE JUDGING
Stock: Ken Ferguson
Semi-Stock: Ed Folkes
Custom: Duncan Kelley
Chopper: John Flores

AFM PROFESSIONAL ROAD RACE
Orange County International Raceway
Sun., April 7, 1968

50cc CLASS 1
1. Don Dierking
2. Tony Nicosia
3. Colin Jones

50cc CLASS 2
1. Dan Osborne
2. Sid Chambers
3. L. Singer

100cc CLASS
1. Tom Howard
2. Roger Baeder
3. Roy Nakamoto

125cc CLASS
1. Reg Pridmore
2. Steve McLaughlin
3. Pete Giordamego

175cc CLASS
1. Dave Allee
2. Mike Belasco
3. Paul Connerriere

250cc CLASS
1. Ralph White
2. Ron Grant
3. Ron Pierce
4. Buddy Parriott
5. Don Emde

350cc CLASS
1. Ralph White
2. Don Vesco
3. Bob Bender

500cc CLASS
1. Ron Grant
2. Reg Creekmore
3. Dick Kilgro

OPEN CLASS
1. Ken Clark
2. John McGillivary
3. Dale Larson

SIDECARS
1. W. Keslermont
2. Bob Bakker

PRODUCTION
1. Open: Hugh McLean
1. 500cc: Dick Kilgro
1. 350cc: Jerry Greene
1. 250cc: Jerry Christopher
1. 200cc: Steve Galbraigh
1. 175cc: John Pinaglia
1. 125cc: Steve Froschauer
1. 100cc: Mike Velasco
1. 50cc: Chuck Claydon

AFM NATIONAL MOTO-CROSS
Carlsbad, Calif.
Sun., April 21, 1968

By John Shedd

125cc JUNIOR
1. B. Gomen Bul
2. T. Rapp Hod
3. B. Kulek Bul
4. M. Runard Mot
5. S. Fortner Hod
6. R. Greer Hod

125cc EXPERT
1. G. Bailey Hod
2. D. Vesco Sac
3. J. Mathel Sac

250cc JUNIOR
1. L. Bessey Mon
2. D. Shore CZ
3. G. Smith CZ
4. K. Lohmeyer Bul
5. R. Williams Gre
6. S. Fortner Hus

250cc EXPERT
1. R. Darnell Gre
2. G. Bailey Gre
3. G. Conrad Suz
4. J. DeSoto Hus
5. P. Petty Suz
6. S. Hurd Kaw

500cc JUNIOR
1. J. Maynard Bul
2. B. Kulek Bul
3. D. Teether Bul
4. R. Wilson Hus
5. B. Hedrick Hus

500cc EXPERT
1. R. Nelson Mon
2. J.N. Roberts Hus
3. G. Bailey Gre
4. A. Baker (tie) CZ
4. J. Willis (tie) Mai
5. P. Petty Mai

CYCLIERS HARE SCRAMBLES
Bakersfield, Cal.
Sun., April 7, 1968

SWEEPSTAKES WINNER
G. Jones 500 Ex. BSA

OVERALL FINISHERS
1. Jack Lambert Op. Ex. Nor
2. Bill Oliver 500 Ex. Hus
3. Lon Peterson 500 Ex. Mai
4. George Walker 250 Ex Kaw
5. Tom Miles 500 Nov. BSA
6. Henry Patrick 500 Am. Tri
7. Jim Bellach Op. Ex. Tri
8. Jay Bellach Op. Am. Tri
9. Don Houser 250 Ex. Kaw
10. John Mcoy 500 Nov –
11. Robert Williams 650 Nov. Tri
12. Bill Stegall Op. Nov. Tri
13. Bob Flint 500 Ex. Tri
14. Marv Schaefer Op. Nov. Tri
15. John Donley 500 Am. Hus
16. Dave Brewer Op. Am. Tri
17. Al Fox 250 Am. –
18. Mike Spangler 305 Nov. Hon
19. Tom Brimage 250 Am. Kaw
20. Don Massey 500 Nov. Tri
21. Larry Heser 250 Nov. Tri
22. Tom Bradshaw Op. Nov. Tri
23. Dale Arrant Op. Nov. Tri
24. Bill Block 250 Nov. Jaw
25. Bob Moore 250 Nov. Bul

SMALL BIKES
* 1. Tom Stockwell 100 Nov. Sac
* 2. Jim Amato 90 Nov. Hod
* 3. Bill Bateman 90 Nov Hon
4. Tom Davis 80 Nov. Sac
5. Barney McCay 90 Nov. Hod
6. Mike Lane 90 Nov. Hod
7. Carmon Minder 80 Nov. Sac
8. B.M. Hodge 100 Nov. M-B
* 9. Pete Harrison 100 Ex. Hod
10. Ken Greene 100 Am. M-B
11. Greg Cornell 90 Nov. Hod
*12. Marston Veva 160 Nov Hon

*Denote trophy winner
Trophies may be picked up at our next event or from Bakersfield Muffler Service, 301 19th St., Bakersfield, Calif.

IRWINDALE DRAG RESULTS
Sat., April 20, 1968

TOP FUEL:
Boris Murray Tri 9.74–155.00
RUNNER UP:
Bob Ebeling Tri 10.63–134.50

LIONS DRAG RESULTS
Sun., April 21, 1968

TOP STOCK:
Ed McDonald H-D 13.63– 98.36
TOP MODIFIED:
McCarty H-D 12.89–102.27
TOP GAS:
Ed McDonald H-D 12.11–101.35

STOCK:
AA – Bailey H-D 13.13– 99.00
A – Ed McDonald H-D 13.63– 98.36
B – J. Sprauge Tri 13.32– 99.00
C – Sommers Suz 13.35– 97.61
D – Middleton Yam 15.42– 83.78
E – J. Linn Suz 16.60– 78.77

MODIFIED:
A – McCarty H-D 12.89–102.27
E – C. Cash Suz 13.22– 98.03
F – M. Kittleson Hon 17.06– 74.75

GAS:
A – Ed McDonald H-D 12.11–101.35
D – K. Smith Hon 16.67– 65.00
E – Rowles Suz 11.91–109.48
F – T. Rightmyer Yam 20.56– 55.41

HI BOOTS EASTER EGG SCRAMBLES
Dehesa, Calif.
Sun., April 14, 1968

By Bill Harmer

POWDER PUFF
1. C. Chiara Hod
2. D. Reon Hod
3. C. Gooding Hod

90cc NOVICE HEAT
1. C. Claydon Kaw
2. D. Lavelle Hod
3. E. Roloff Yam

90cc EXPERT MOTO
1. J. McGuire Hod
2. W. Hosaka Hod
3. B. Frauenberger Suz

250cc NOVICE MOTO
1. T. Leque Bul
2. W. Clarke Kaw
3. B. Frauenberger Kaw

250cc EXPERT MOTO
1. R. Vanderpool Yam
2. R. Ring Hus
3. W. Hosaka Bul

500cc NOVICE MOTO
1. R. Vanderpool Yam
2. L. Williams Hon
3. J. Martin Bul

500cc EXPERT MOTO
1. J. Willis Mai
2. J. Kenyon BSA
3. D. Finan Mat

OPEN NOVICE MOTO
1. W. Butterfield Tri
2. R. Law BSA
3. K. Standifer Ind

OPEN EXPERT MOTO
1. A. Finan Tri
2. R. Moore Tri
3. T. Turner Tri

ELSINORE TT
Elsinore, Calif.
Sat., April 20, 1968

By Don Wallon

100 NOVICE
1. L. Hardison –
2. J. Arledge Yam
3. R. Hernandez Hon

200 NOVICE
1. S. Armstrong –
2. E. Rofa –
3. R. Norman Bri

250 NOVICE
1. R. Ellis Bul
2. R. Park Bul
3. G. Lane Bul

350 NOVICE
1. W. Blakeslee CZ
2. W. Hardcastle Hon
3. D. Rich Duc

500 NOVICE
1. E. Walker Tri
2. S. Armstrong –
3. G. Lane Bul

OPEN NOVICE
1. T. Simpson Tri
2. B. Tondro Tri
3. E. Eckdahl Tri

100 EXPERT
1. J. Peterson –
2. J. Arledge Yam
3. D. Hopkins Hod

250 EXPERT
1. R. Ellis Bul
2. E. Park Bul
3. B. Bartels H-D

500-OPEN EXPERT
1. J. Peterson BSA
2. T. Simpson Tri
3. B. Tondro Tri

SWEEPS
1. J. Peterson BSA

RESULTS

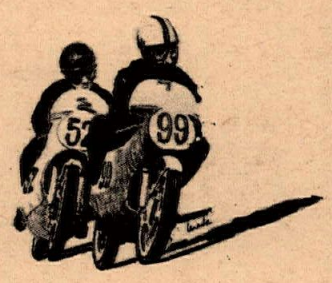
The ACA "Challenger" road race event scheduled at Willow Springs, Calif. on Sun. April 21, was cancelled after practice due to dangerous hurricane-force winds. Watch Cycle News for the new date of the ACA "Challenger."

DIST. 37, HEAVYWEIGHT SCRAMBLES POINT STANDING (1st 50–1st 3 mo.)

	Pts.	No.	Name
1.	299	3	Jim Hunter
2.	295	1	John Rice
3.	295	7	Terry Dorsch
4.	266	46	Tony Denius
5.	226	395	John Kato
6.	190	2	Ben Fakkeldy
7.	181	6	Mike Posey
8.	176	64	Terry Morairty
9.	157	399	John Wells
10.	150	13	Charles Minert
11.	143	394	Don Dudek
12.	133	16	Bruce Jackson
13.	130	15	Dwight Harlow
14.	126	35	Dick Allen
15.	125	73	Gary Geyer
16.	118	9	Charles McIntosh
17.	118	118	Clint Arrowwood
18.	117	23	Bill Noble
19.	117	33	Dale Lenor
20.	103	155	Larry Garban
21.	96	446	George LaFortune
22.	90	10	C.L. Wheat
23.	90	30	Ray Nichols
24.	90	363	Fred Edwards
25.	90	489	Paul Miller
26.	87	25	Louis Wolf
27.	85	380	Dick Bullock
28.	76	17	Bob Mortensen
29.	75	577	Rich Forrest
30.	71	28	Bob Ward
31.	67	62	Art Lohnes
32.	67	354	Otis Wells
33.	66	482	Jim McClurg
34.	65	11	Ron Bonner
35.	65	42	Jim Peterson
36.	65	219	Ike Mizen
37.	64	44	James Foxe
38.	64	84	Larry Mitchell
39.	63	5	Don Ogilvie
40.	62	74	John Kavanaugh
41.	62	206	Steve Chambers
42.	60	39	Don Jones
43.	60	282	Dennis Stinson
44.	60	500	Jerry Willingham
45.	60	559	Charley Brown
46.	56	234	John Wettgen
47.	55	21	Jim Hyers
48.	55	82	Jerry Thompson
49.	55	121	Marshall Jennings
50.	55	303	Jack Ross

HEAVYWEIGHT SCRAMBLES CLUB STANDINGS (1st 3 mo.)

1.	Dirt Diggers	637
2.	Cal. Gophers	520
3.	Shamrocks	466
4.	OCMC	311
5.	View Finders	183
6.	Stump Jumpers	170
7.	Gripsters	139
8.	Lost Coyotes	111
9.	SGVMC	67
10.	Hill Toppers	62
11.	4 Aces	60
12.	Grayhounds	55
13.	Sinners	50
14.	Lost Angels	31
15.	Rams	30
16.	Jack Rabbits	15
17.	Simi Valley	15
18.	Riverside Bombers	9
19.	San Pedro	3



Season Opener
APRIL 27, 1968

PERRIS NIGHT RACING

Every rider rides three events
NEW Point system for these nite events with highpoint trophy (per class) at end of season.
District classification card required (without card you ride Expert)
Trophies awarded after each night's program.
Admission $1.25 Children under 12 FREE (unless riding) Riders entry $2.00.
Gates open at 6 p.m. practice between 7 & 7:30. Races start 8:00 p.m.
ENTRIES LIMITED TO 150 RIDERS
(come early)

ELSINORE NIGHT LIFE

By Don Wallen

The cool, crisp weather on Saturday, April 20 did not keep anyone away from Elsinore as racing was at a fever pitch. Around 150 riders, with wives and friends, made it for one of the most whiz-bang TT scrambles to be seen anywhere for a long time. In the 100 Novice, there were five semis alone. Five new Banditos showed up in one class, and a real thriller-type finish climaxed the sweeps as J. Peterson pushed ahead by a wheel at the line.

A weird sight to be seen at Elsinore and not seen here too often, are the street riders with lights on, riding the surrounding hills on the ridges. From a distance, they can easily be mistaken for airplanes.

Middle Motor Masters

The battle was fierce as three names take prominence in the 250 Expert battle on this night. Ellis, Park and Bartels really screwed it on all night in a contest for the gold. Out of all the races in the 250 Expert and 250 Novice only one race was won by someone other than R. Ellis, a Novice. The winner of the other race was R. Norman on a Bridgestone who got a 3rd in the 200 Novice also. It is easy to see that Ellis is getting to know his way around Elsinore well. One reason is that he rides it often, very often. E. Park did a good job for 2nd, in some cases bringing the battle to Ellis through the corners. B. Bartels rode hard and considering he's aboard a Harley that weighs a little more than Bultacos I would say a very good ride indeed.

Small Scooter Swindle

On this night, J. Peterson put in a good performance, winning the Open Expert class on a 440cc BSA and also taking the 100 Expert handily, but not without a try from J. Arledge and Dale Hopkins. Hopkins had trouble with plugs and faster competition, and Arledge couldn't keep ahead of Peterson long enough to win the trophy.

Big Bike Battle

This class was marked by very close competition all the way with Simpson, Tondro, D. Finley and Jim Foxe who came out to pick up his share of the marbles.

In the Open Amateur and Expert heats, J. Kato looked as if he was going to do it again, but Lady Luck stepped in and Kato suffered a twisted ankle and had to save it for another day. Also in close contention at first was J. Foxe on a Triumph that went well at first, but ran into problems later. It was a three-way battle all the way in the Main with Peterson, Simpson and Tondro fighting it out and ending up for the honors in that order.

The race program closed fairly late due to the large turnout, but it was fun, so come on out and join us!

(Results on page 16)

Lineup for the 1953 5-Mile AMA National Championship event at the Indianapolis one-mile Fairgrounds track. From left (just out of picture): Al Gunter, #3 Paul Goldsmith, #2v Jerry Callen, #2 Dick Klamfoth, #25 Everett Brashear, #1 Joe Leonard. Brashear beat Leonard by a mere 4 feet.

INDY MILE MAY RUN IN '68

Story and Photos by Russ Whittinghill

After being approached for a conference by the Indiana State Fairboard, AMA Executive Director Bill Berry flew to Indianapolis on April 10 and met with members of the board to discuss the possibility of holding a large purse non-National one-mile dirt track race at the Indiana State Fairgrounds.

All agreed that a race is possible but more discussion must follow to arrive at a date which won't conflict with the tight AMA calendar. Nonetheless, if a date is not arrived at for this year, there is a possibility that the 50-Mile National may be scheduled at Indianapolis in '69.

The 5-Mile National was held at the Indy Fairgrounds 1952 and 1953. The 8-Mile National took place in 1954 with the distance record set by Joe Leonard still standing – at 80.67 mph. Other former Indianapolis winners were Bobby Hill in 1952 by a narrow 3-foot margin over Paul Goldsmith and Al Gunter. In 1953 Everett Brashear edged Joe Leonard by 4 feet.

The Indianapolis mile is one of the best-lighted dirt tracks in the U.S. and a super modified stock car race is an annual event under the lights every July.

Anyone interested in communicating with the Fairboard on this matter or in advocating the return of mile track racing to the midwest should write Race Director Joseph L. Quinn, Jr., c/o Indiana Fairboard, Indiana State Fairgrounds, Indianapolis, Indiana.

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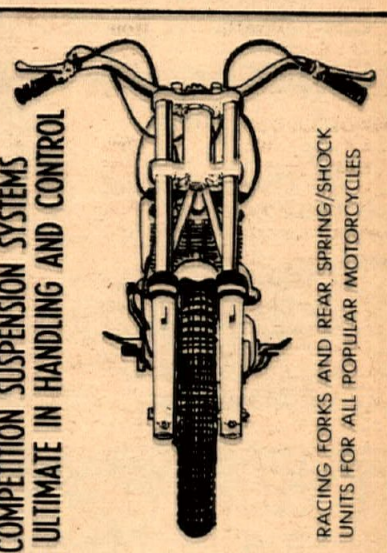

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MAY 25 and 26, 1968
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Go North to Ranch
GATES OPEN 7:30 BOTH DAYS

SAT. MAY 25th
0-250 CLASSES

SUN. MAY 26th
251- OPEN CLASSES

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DISTRICT 37 POINT EVENT
(Desert & Scrambles Points)

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(Includes 2 adults & 2 children passes)
POST ENTRY $25.00

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Lightweight winner rides in Heavyweight sweepstakes on Sunday

MAIL ENTRIES TO:

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Rock Walker
6801 N. Valley Circle Blvd.
Canoga Park, Calif. 91304

Heavyweight Classes
Steve Chambers
18444 Collins St.
Tarzana, California 91356

ADMISSION
Adults $1.50 Juniors $.75 (12-16 with parent)
Kids under 12 FREE

We would like to thank So. Cal. M.C. for cancelling their event of May 26th to participate in our Grand Prix.

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HI BOOTS TOSS EASTER EGG SCRAMBLES

Winning 250cc Expert rider at Hi Boots Easter Egg Scrambles, Ray Vanderpool (48), holds back second place finisher R.W. Ring (4) through the sweeper.

Story and Photos by Bill Harmer

In motorized celebration of the traditional Easter Holiday, an entry list of 73 riders signed up for the Hi Boots M.C. monthly TT scrambles at San Diego County's Dehesa Speedway on Sunday, April 14. An exciting program ensured, but it was marred by several accidents and pile-ups.

The most spectacular spill occurred in the final moto of the 250cc Expert series when Harry Hayes, riding in fourth spot coming out of the sweeper, got crossed up in the middle of the track and dropped his Harley Rapido leaving no place for the closely following riders to go, thus scattering men and machines all over the landscape. The only other rider immediately identifiable was Wayne Hosaka. All the contestants walked away from the pile-up but some of the bikes will have to undergo extensive repairs.

Al Finan, riding Earl Roloff's finely-tuned Triumph, won the first two motos of the Open Expert class, when his usual top adversaries ran into hard times. Myron Carter, whose fans call him "The Red Baron" because of the trailing red scarf he wears, and Don Matthews riding a hot Norton out of Mike's Speed Tuning both had troubles. Don lost a chain and Carter fell off. In the next Moto, Carter and Matthews had a little collision on the switchback causing Carter to spill and break off Matthew's shift lever. In the third moto, Carter spilled in the first turn causing another rider to go out, so the race was restarted. On the restart, Carter got off the line first and showed the form that won him the No. 1 plate last year but Matthews and Finan were literally on his exhausts with Jim Harmon about a length behind. Carter led into the third lap, when at the top of the hill on the back stretch, he missed a shift. The sudden stop caused Matthews and Finan to crash into him, damaging their machines and injuring Matthews' heel.

Restart of Open Expert class moto occurred after Myron Carter fell on lap one. Avoiding the clash are leader Al Finan, Don Matthews (28) and Jim Harmon (25)

Mass Confusion

Because the track at that point was virtually impassable the rest of the riders stopped. During the confusion, the officials "black-flagged" the race. Because of protests from owners and riders, a meeting of the remaining pilots was held at the starting line and it was voted to restart the race. Al Finan had already amassed enough points to capture first and R. Moore on at Triumph and T. Turner, also-Triumph mounted, came in second and third.

The first moto of the 250cc Novice class had to be restarted twice because of pile-ups. 15-year-old Tim Leque got back in the win column by taking two of the three motos which was good enough to give him the overall win on his Bultaco. W. Clark and B. Frauenberger on Kawasakis finished 2nd and 3rd.

One of the most spectacular bits of riding was displayed in the 100cc Novice Main Event. A 12-year-old youngster, riding his big brother's bike, got off the line dead last and then systematically passed all but the first two leaders to capture third place. Given a few more laps and he might have passed the leaders, at the rate he was gaining. His name? Earl Roloff, Jr. Winner of the class was C. Claydon on a Kawasaki who led from pole to pole. Hodaka mounted D. Lavelle stayed in second position throughout the race.

As usual, old master Jim McGuire won the 100cc Moto-Cross receiving only a little trouble from Wayne Hosaka, who by winning one moto amassed enough points for second. Suzuki-mounted B. Frauenberger took third. Both McGuire and Hosaka piloted Hodakas.

Yamaha specialist Ray Vanderpool found the groove in the 250cc Expert motos, winning two out of three to gain top point honors in the event but he was pressed hard by Husky-mounted R.W. Ring and Bultaco rider Wayne Hosaka. Vanderpool returned in the 500cc Novice moto on a 350cc Yamaha and again captured first place points. Honda mounted L. Williams wound up second and L. Martin on a Bultaco came in third.

In the poorly attended 500cc Expert moto, Jeff Willis looked impressive riding his Maico to overall victory and BSA-mounted J. Kenyon was crowded by Matchless rider Don Finan, narrowly beating him out of second spot. The Open Novice class was also shy of entrants but W. Butterfield won on a Triumph with BSA-mounted R. Law coming in second and an Indian rider, K. Standifer, capturing third. Hodaka riding girls dominated the Powder Puff event with C. Chiara first followed by D. Reon and C. Gooding.

During the running of the first two-thirds of the program, the wives and girl friends of the Hi Boots M.C. members hid 1500 Easter Eggs in the grassy infield. Before the running of the final events in each class, all the children were released onto the field for a giant egg hunt. A special section was reserved for the pre-school kids and they were carefully supervised by parents. There were plenty of eggs for everyone and three trophies were presented for 1st, 2nd and 3rd prizes. It was hard to tell who was having the most fun, the parents or the kids. All kinds of baskets were in evidence, from soft drink six-pack cartons to dad's safety helmet. One tyke had so many colored eggs in a crash hat that he had to drag it along the ground. A wonderful family get-together was had at the annual Hi Boots M.C. Easter Egg Scrambles.

(Results on page 16)

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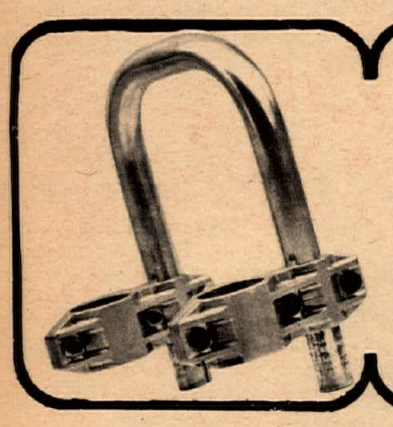

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THE PERRIS PICTURE: 13 REBELS TT SCRAMBLES

Story and Photos by Maureen Lee

Oh, it was a long day at Perris Sunday April 21 but mainly for two reasons. All the riders got plenty of time on the track and an awful lot of track maintenance was done during the day.

The 50cc class opened the day and some unhappiness resulted. There were only a few Amateurs and Experts so the 13 Rebels put everyone in together and ran heats. Sure, this is tough on the Novice and there were a gang of 'em, but the 13 Rebels didn't have to take those 5 Amateurs and Experts and give them a separate class. They could have if they wished but the rules still say 6 bikes make a class. What they could have done was take those 5 gentlemen and move them up a class using the rule that says Amateurs ride with Amateurs and Experts with Experts and then put cotton in their ears to block out the outraged shrieks.

We're not saying that everyone bitched but the lot of a District 37 Competition man is not easy and the current lightweight rep has just about had it with one or two people who have something to say every week. Sometimes the complaints are just barely justified but most of the time it's just plain nag, nag, nag! Anyway, Steve Nichols (Honda) got the drop on the gang the first lap of the main and held it to the end with Gary Caldwell (Honda) taking the second and Jay Lewis (Yamaha). Desert Daisy Sandy Termin turned in a very good ride on a 50 Honda and made it the hard way by progressing to the main from heat and semi. She really hauled!

Wild 100cc Action

In the 100cc division Jack Britton (Yamaha) took the 100cc Novice Main in a pretty wild race with Jim Arledge (Yamaha) second. Richard Sweaney on that super-fast Kawasaki wrapped up the Amateurs with a real good lead and Fred Edwards (Yamaha) put it on the 100 Expert class. Kirk McDowell took second on a Lobito. Kirk is now riding for the Two Wheeler in San Bernardino. He still has his Hondas but Bultaco is really giving him a break and that's what a number one plate holder deserves so from now on it's a Lobito in the lightweight and an El Bandito for the heavyweight division. To round out the 100's, the Powder Puff was won by Eulene Long (Honda) with Diane Connolly (Hodaka) second. A new star on the Powder Puff horizon was third place rider Sandy Lambert (Hodaka) who has improved tremendously since her first time out a short while back. Still a Novice, she led all three motos for a while and made Expert Long and Amateur Connolly work for their money!

Two-Fifties Fly

The 250 Novice went to Steve Rispin (Bultaco) with Loyal Walker (Bultaco) second. The way those two ride I suspect it won't be long before they receive those yellow Amateur plates! Greeves-mounted Jon Lindeberg took the Amateur division and Eric Olesen (Bultaco) the Expert. Olesen went super-fast; he not only went like the wind, his bike seemed to have an edge on the others. Jim Connolly (Ossa) ended second even after a crash on the rock turn.

A. Armstrong (Bultaco) took the first of the big-bores, the 500 Novice, and did he ever slide around those turns! Butch Clark (BSA) wearing the sharp jersey of a new club, The Competitiors from Long Beach, wound up second.

Gary Geyer (Maico) from Midway Cycle in Hemet won the combined 21"-650 Amateur class with Ron McDaniels second. Kirk McDowell (Bultaco) had that class wrapped up, winning the first moto hands down, then the bike began cutting out and quit flat in the second go-round with Kirk leading again. Third moto it gave up the ghost with loud popping noises about the second lap but the malfunction was electrical not mechanical.

Hunter Hands

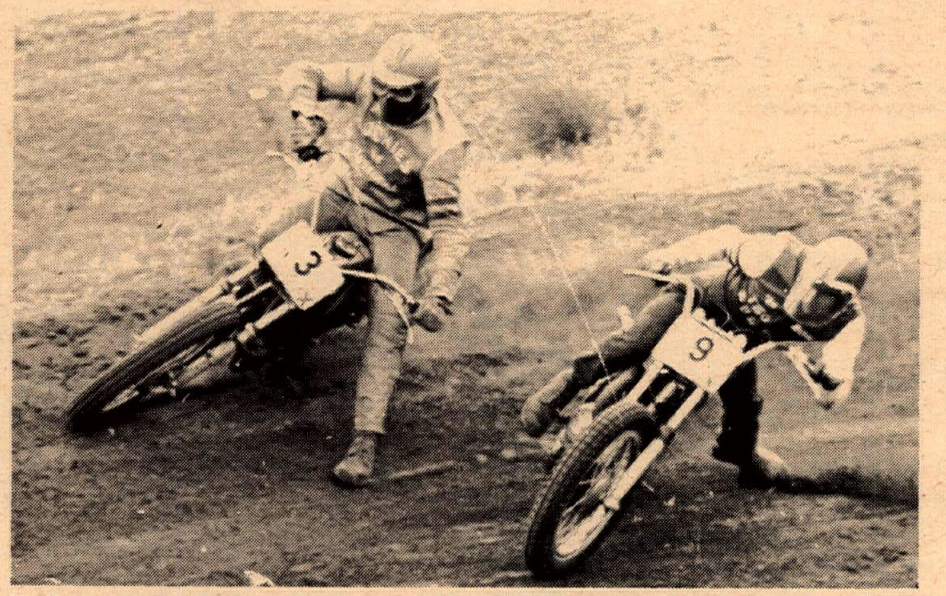
Jim Hunter (BSA Gold Star) did'em in the 21"-650 Expert class on one of those days when Jim was feeling right and the Goldie was running like Jack the Bear. The 40-inchers couldn't nail him and although Mike Posey (BSA) tried, it was Jim's day. Tony Denius (H-D) finished second after some wild riding which included a rock hunting tour through the boulders at the top of the hill.

It was a long day but a good one and we want to thank the 13 Rebels for the results, especially those who stayed on to wrap up the last three heats, and a special pat on the back for Bernie Trujillo, blue eagle feathers and all, who was a great starter. He even put John Rice back for jumping the gun!

(Results on page 16)

Ace Honda man John Rice, here showing his usual winning form only to lose out to Jim Hunter's flying BSA (3).

Desert Daisy Sandy Termin really haulin' on her little 50 Honda, made it to main event.



Jim Connolly (3x) and Ron Moore (9) whipp'n through sweeper with a slight difference in corner-styles. Both Jim and Ron were aboard Bultacos, with Jim copping a second and Ron a fifth.

Right: First place 250cc Amateur rider Jon Lindeberg keeps his Greeves a safe distance from second place Bultaco handler Vincent Graves.

Below: Start of 21" to 650cc Expert moto.

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THE FINISH LINE

By ROXY ROCKWOOD

The turnout for the half mile at San Jose last Sunday must have been a record for that track with the entry list right at the 200 mark.

The event may or may not serve as a door-opener for the rest of the state but the season is underway.

This Sunday it's road racing at Carlsbad Raceway and from the looks of the road racing list there will be more than enough for the riders who grew up on dirt to learn the art of pavement pounding.

With Carlsbad, Orange County, and Willow now running at least once a month with three different organizations there will be more than enough reason to obtain a road racing machine, regardless of the size of engine.

Quite a few riders have obtained Amateur and Expert professional licenses from the sportsman ranks on the basis of their road racing experience. These are riders that want to road race in the professional ranks only and pass up the dirt track events.

The Carlsbad events are patterned after the professional races that are held at Daytona, Laconia and Indianapolis each year and this Sunday, plus May 12th, will afford new and old riders alike two chances in the near future to get some added experience and more equipment checks for the two big ones coming up in June and August in the East and Midwest.

The pit gates down at Carlsbad open this Sunday at 9:00 a.m. and close at Noon. Race time is always at 1:30 p.m. Practice from 10:00 a.m. to 1:00 p.m.

The Carlsbad people have again come up with a once-a-month sportsman schedule that will run the rest of the year.

Getting back to San Jose, the race last Sunday was also a special award day for former top-notch Expert Larry Headricks. Larry was a victim of World War Two in that he was not able to ply his skill during the battle years and had to cram a full racing career into about five short years.

His last season came in 1950 when he won three National races, a high for a single rider that year. He won them all on the mile tracks at Springfield, Ill., Milwaukee, Wisc. and Bay Meadows right here in Calif.

This gives current riders something to shoot at this year as there are three mile tracks slated for '68 at Portland, Sedalia and Sacramento. Bart Markel came the closest to Headricks' record when Bart won both the Springfield and the Sacramento events in '62. There were only two mile track Nationals that year.

It is time now to bring down the curtain on "The Finish Line" column after many years. Due to a challenging new occupation for this writer it also means a curtailment of much of the race announcing, also.

The past eleven years as a race-starter, announcer and writer have been most enjoyable, experiences that cannot be bought at any price. Maybe someday time will allow a book to be written about all the various happenings that have occurred during that time. Time that to me will always remain priceless.

To all of you that have read this column over the years I say thank you but the new opportunity afforded me does not permit the time to follow racing as I have in the past.

It has often been stated in this column that cycle racing is the best sport in the world and certainly the most interesting to watch. This becomes more of a fact with the passing of each event.

Yours for better cycle racing, always — Roxy Rockwood.

MEANEST MACHINE

Jesse C. Levine, National Sales Manager, and John Kramer, Pennsylvania District Manager of Cosmopolitan Motors, Inc. are shown looking over the new 250cc Benelli Metisse Super Sport. This machine, according to Levine, has been quoted in several magazines as being the fastest and "meanest" 250 around. The machine is capable of a 14 second 1/4 mile and a top speed of 109 m.p.h.

The Benelli has always been noted for its dependability and good handling characteristics. Now, with the speed built in, Levine describes the Benelli as the "ultimate" machine.

The Metisse styling is available in the 125cc, 200cc, and the 250cc models in both 4 and 5 speed. Also, conversion kits (seat and tank) are available for existing Benelli cycles both on the road and in the dealers showroom. These kits fit the 4-cycle horizontal engine models.

For details write Jesse C. Levine, National Sales Manager, Cosmopolitan Motors, Dept. Cycle News, 5521 Wayne Avenue, Philadelphia, Pa. 19144.

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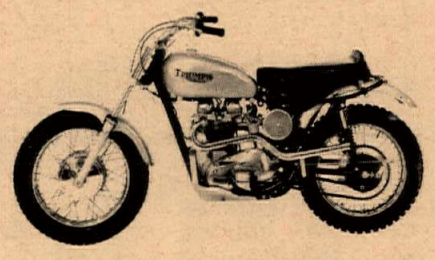

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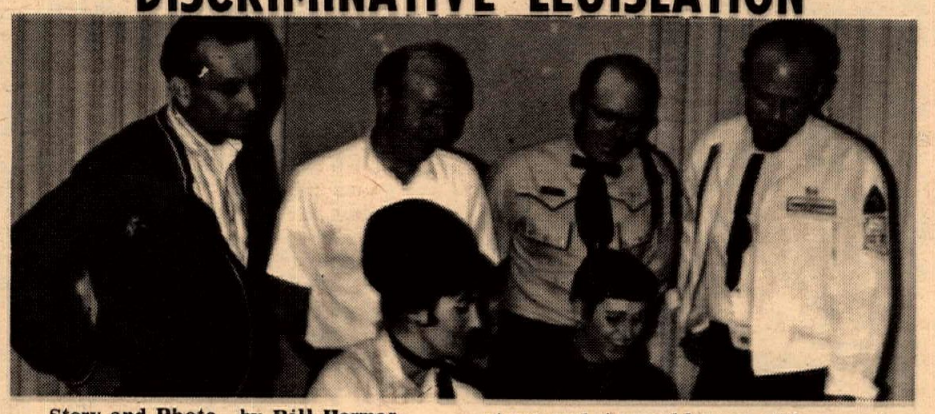

Story and Photo by Bill Harmer

The San Diego County Road Riders Assn., which consists of five affiliated motorcycle touring clubs, held its monthly business meeting April 1 at the Silvergate Savings and Loan Co.'s community room at 9th and Highland in National City, Calif.

Aside from the usual business meeting that is necessary to synchronize the calendar of events planned by the various participating clubs, the topics of most interest and discussion were the "so-called" motorcycle safety bills which are now in the process of legislation in Sacramento. Various club representatives reported on petitions circulated and individual cards and letters to Senators and Assemblymen with accent on ways and means of effecting an active campaign to defeat unsympathetic legislators in the San Diego area, in the upcoming elections.

A commendation was extended to Cycle News, by way of your reporter, for its efforts regarding motorcycle legislation and its relentless fight to defeat discriminative and unfair bills in the Senate and Assembly.

Petitions will be circulated by members of the Singing Wheels M.C., Road Cruisers M.C., Terrapins M.C., Mary's Men M.C. (a Catholic Church group) and Travellers M.C., all of which are affiliated clubs of the S.D. County Road Riders Assn.

MEET THE RACER

PROFILE: MERT LAWWILL

By Anthony Herbold

At 27, Mert Lawwill is in his prime. He comes across the room at you at five feet six and a sinewy 140 pounds, smiling. When not racing, he's always smiling, or ready to smile. But he has his dark and brooding moods too. He talks easily, softly and clearly, with a flair for wit. He is still a bachelor with no immediate plans for changing that, but one could hardly call him cold or standoffish.

Born in Idaho in 1940, Mert was third from last among five sisters and an older brother. His father is a painting contractor, and the Lawwills still live in Boise. Mert remembers his early years gladly. He graduated from high school in 1959, and although usually at the back of the pack in English, he often led the class in math. His favorite sport was football, but with his size he soon looked around for something else. He still recalls wanting to borrow his brother's scooter, so that he could ride by himself down to sixth grade, and he still recalls his brother's refusal. When he was a junior, he got a hold of a BSA Gold Star, and this became his first real "ride." In fact, he took that Beezer with him to California when he decided to "move to Ascot."

Mert's first race was in Boise, a TT in 1957. After two of these scrambles, he decided to become a racer. When Gene Thiessen, then National Number 4, came to town for the Northwest TT, Mert watched him closely. "Gene kinda became my hero." Mert himself entered the Northwest in 1959 and took 9th as a Class C Novice. He rode all the races he could get to in the Northwest that year.

The Move to L.A.

At the close of 1961, he gathered himself, his Gold Star, and his cameras together – for he had picked up hotography in school and was then earning his bread with it – and headed for Los Angeles. He has never forgotten his first night at Ascot. "I got a good start in the Amateur heat, and led around the first turn and down the back straight. I was sure I was riding as fast as a human being could ride – when they passed me on both sides going into turn two!" That was in April. By July, he had learned some of the lessons a racer must learn, and he made it into the Expert Trophy Dash. He led the 1962 National TT, also as an Amateur, but a leaking gas line drained away his chances in that one.

"My first year as an Expert, 1963, was my hardest and my worst. The Experts snowed me under." Yet Dudley Perkins, Sr. had seen enough of this young fellow's potentialities to pick him up and sponsor him. Now in his sixth year of association with Lawwill, Dud has probably never regretted the confidence he showed in that little known first year Expert. Of Perkins, Mert is emphatic: "He has given me lots of liberty, both riding and working on the Harleys, and he stuck by me when things were not going well at all."

"My first really big race was the Sacramento 20-miler in 1963." If you look up the finishing position of #84R, you may not see why. But the lessons and the thrills in racing seldome coincide with the more obvious successes. In 1964, Lawwill was given National Number 18, and he's had it ever since in his steady uphill climb. "The mile is still my favorite, and Springfield my favorite track – probably only because I've done well there. As far as the bikes go, I don't really have favorites, except that I get a helluva kick out of beating the boys with my Sportster. I have the TT machine, two half-milers and a short tracker, and Milwaukee keeps developing and maintaining a road racer for me. I've got the spares and a good boss, and I've got Jim Belland to do my frames for me. Can't ask for more! Basically, I've always done my own mechanical work, more of it in fact than any of the other racers I can think of, other than Bugsy Mann and Al Gunter." Mert is often mentioned by Bay Area tuners such as Rick Schell and Doug Schwerma as one of the best.

Respect For Others

Among the other contenders on the AMA circuit, Lawwill has no favorites, but he does have rivals he keeps referring to. "I am impressed with Tanner. He was winning at Ascot when I got there, and he's winning now. Anyone so good so long, who stays a half-dozen years on top of the pile, has as much of my respect as anyone has. Chris Draayer is out, which is a pity for us as well as for him, for Chris was going straight to the top. Mann is probably our best all-around rider, and I'll watch is Yankee-Ossa 460 with interest this year, as will a lot of guys. Nixon's going to be ornery again, and although Roeder has quit, Bart is back – and I'll have to keep an eye on Nix and Haaby too." Of the outright road racers, he names Art Baumann as one to keep track of, and, of course, that "established stylist," Ron Grant.

Obviously, Mert Lawwill is a confident but also a humble and reasonable fellow. He overtook Gary Nixon in the National points standings late in August last year, but at Sacramento he "blew," and in practice at Carlsbad, Mert broke his shoulder. That break put him out of the season's final road race, out of the Oklahoma City "do" as well. "I might have taken the Number One plate if I'd finished well in those two. As it was, I ended up number four. And it was mainly consistency that got me that. Except perhaps for Castle Rock, I was hardly flashy last year. Well, I might have won it all."

(Ed. Note: Mert's following statements were made prior to Daytona.)

This year? Mert speaks of the current season in one way only: "I'm out for Number One." This, then, is not only an ambition but a plan, a plan he is both conscious of and articulate about. "I'm out for Number One." Although free to climb aboard non-Milwaukee (that is, non-Aermacchi Sprint) lightweights, he has decided not to do so in 1968. Rather, he will concentrate on the points–"though I will go wherever there's a good purse!" Besides, he says, "it's a different story in AMA road racing today. Not in my own case so much perhaps, but most of the riders have improved greatly. Daytona should be nip and tuck between the dual-carbed Harleys and the Triumphs, for both of them are said to have picked up a handful of ponies, and the KR's streamlining is definitely improved. But Yamaha wouldn't have brought Read over for nothing, and I've heard last minute rumors on both sides, from riders and through Honda, that Honda is coming over with some fast ones, that they will pick up and sign whatever talent they can, on the spot in Florida. Whoever wins, it'll be fast. I look for speeds around 150 on the oval."

The future is relatively open for Mert Lawwill. "I can't really see more than two or three years ahead of me on the bikes. I'd someday like to open up a little business of some kind, also go into motocross in a big way." But the subject that makes his eyes flash most, the subject he keeps coming back to, is stock cars. It may not be long before he's seen running around the stocker tracks as he is now seen running around the bike tracks. Wherever he does ride, look for him out front.

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Montesa-mounted Ron Nelson displays flying form that copped him first place money in the 500cc Expert class at the AFM professional moto-cross at Carlsbad Raceway on Sunday, April 21. — Photo by Bill Pettigrew.